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The Thunder Bay Historical Society

Fifth Annual Report

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PAPERS OF 1914

The Thunder Bay Historical Society

Fifth Annual Report

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The Thunder Bay Historical Society

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Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq.

Fort William, Nov. 27th, 1914.

To the Officers and Members of the
Thunder Bay Historical Society:

I wish to make a few remarks regarding our present standing.

Although we are not making great progress in increasing our membership, we are doing well in other respects. We have gathered, in the annuals, over thirty valuable papers on original pioneer matters such as relate to voyageurs, home navigation, railway and shipping transportation, mining and mail matters, journalism, military, libraries, sanitation and municipal affairs, and general local controversies.

We are now engaged in a very important work—the erection of a granite monument on which will be engraved a chronological history of the Canadian fur-traders from the early days, relating more particularly to the Thunder Bay District (see the Souvenir). The Tablet is to be placed on the plot of land which occupied the enclosure of the old North-West and Hudson's Bay Companies' Fort. It will stand at the intersection of McIntyre and McTavish Streets, as near the Kaministiqua River as practicable. The concrete foundation with the granite base is now in place. The polished Tablet is being engraved by Mr. Gladstone in Fort William. Were it not for the commencement of this appalling European War, we would have had the monument completed and in place before now. The work will cost about fifteen hundred dollars and it is being erected through voluntary subscriptions. We have received about three hundred dollars now, although we have not pressed the real canvass, on account of the unusual strain on the people to meet so many patriotic demands. The contract was let and the work begun before the war started; now we do not expect to have it completed before next May.

Our publications have been sought after, and this year our Society has been invited to join the Louisiana Historical Society of New Orleans in celebrating the centenary of the 100 years of peace. We have also been honored with letters from several societies asking for copies of our publication, as from the

Washington Congress,

State Society of Wisconsin (of Madison),

Western Reserve Historical Society of Cleveland, and

Yale University Library of New Haven, Connecticut.

Miss Mary Black has mailed to them copies of the Annuals and the Souvenir. We have received some of their publications and expect more.

Mr. Neil McDougall, who was Superintendent of the first telegraph lines built in this Western country, and has kindly sent us copies of the first telegraph messages which passed over these lines, with dates and other information. He has also offered to present the Society with the originals.

Mr. W. A. Matheson, barrister, has presented us with the original Government papers relating to the formation of the Fort William Board of Trade.

I am pleased to present to the Society a framed photograph of the Hon. A. Mackenzie, Commissioner of Public Works, who let and inspected the first contract work in dredging the Fort William Harbor in 1872.

We have a comfortable room in the Public Library to hold our meetings, and are also supplied with a safe place wherein to store our books, photographs, curios, etc., through the kindness of Miss M. J. L. Black, City Librarian.

In closing, I wish to express my sincere thanks to the officers and members of the Society, and more particularly to Miss Black, Secretary-treasurer, and to those who have contributed papers.

PETER McKELLAR,
President.

MISS M. / L. BLANK

Secretary's Report, 1914

MISS M. L. BLACK

Port William Nov 27th, 1914

To the President and Members of the Thunder Bay Historical Society

I beg to present the following report as secretary of this Society

During the year there were held six regular meetings including the one at this even ng, and two special meetings of the even tive. The gatherings were all of a very entertaining and instructive nature.

Eight letters were received during the year from officials of various historical societies, mainly requesting copies of our annuals These were all attended to, copies of our reports being sent to the following Department of Education Toronto John M. Cayne, J W Congdon Library of Congress State Historica Society of Wisconsin University of Toronto Ontario Historical Society W Smith Ottawa L. V Rocke, Toronto Grant Historical Society, Waterloo Historical Society C. N Bell Winnipeg C. C. James, Toronto Clarence Warner Napanee Public Library Toronto, Yale University Library and the Loudoun Historical Society

We have twenty-four paid up members, and three honorary members at the present date with twenty or more who are in arrears

All of which is respectfully submitted

M. J. L. BLACK.

TREASURER'S REPORT

RECEIPTS

1913.		
Nov 26—Balance in bank		$116.74
Nov 26—Membership fees Mrs Graham, Mr Horne Mr and Mrs King Mr Vickers 2) Mc-Keel s Miss Stafford Mr and Mrs Perry Mrs Sherk M and Mrs. Ramsdell		4.50
1914		
Jan 16—Membership fees (Mr and Mrs McKellar, Mrs Lee, Mrs Wocher Mrs. White M and Mrs. H. King M Black		4.00
Feb. 23 Membership fees (L. Smith)		1.00
May 1—Membership fees (Miss Debie		1.00
June 13—Membership fees (L. H Duncan		1.00
Sept 25—Membership fees (Mr Oliver)		1.00
Sept 25—Donation for tab et (J King		25.00
Sept. 28—Donation for tab at (McKellar Bros.		10.00
Sept 28—Donation for tab at (W B. Co)		25.00
Sept 28—Donation for tablet (M and Mrs. G. A. Graham		50.00
Nov 21—Government grant		100.00
Nov 25—Donation for tablet (W R Hereford	5.00	
W Stevenson	5.00	
D. Smith	5.00	
J Mawhin	5.00	
		20.00
		$319.24

EXPENDITURES

1914	
Jan. 15—50 copies of Times-Journal	$ 2.50
Printing and set of tablet	44.05
Feb. 26—Typewriting (Miss McDonald)	3.00
April 12—Printing annuals	[47.00
May 25—Printing souvenirs	$1.50
Oct. 26—D. Gladstone tablet)	[50.00
	$108.55
Balance in bank	224.39
	$332.94

Audited and found correct.

M ROSS GRAHAM
E. PERRY
Auditors.

[illegible]

Pioneer Women of Port Arthur and District

BY BELLE DOBIE

When the writer undertook to gather information concerning the earliest pioneer women of Port Arthur, the interest in the visits alone was a revelation. It was a study in the value of leading a busy life if nothing else. Some of the older pioneer women were sewing mats, knitting or patching quilts, and doing various other work. Port Arthur can safely say, too, that her pioneer women possess the most vivid memories. We should not call them "old pioneers" for indeed all are engaged more or less today in the activities of the modern times. In some cases it was interesting to look upon a few to prove that history does repeat itself when I saw the quilts being patched in the same old basket patterns, and crazy work designs, that are today much sought after. These old designs were used, they told me, fifty years ago, and today are known as the "arts and crafts" designs. In one case I met a dear friend I had not seen since I was almost a child. Her interest in me and mine in her became intense. It made me feel that we do not quite appreciate our pioneers in the right spirit when so much interest is overlooked almost at our door. The accompanying contributions by earlier residents show many phases of the social life and its unconventionality, especially when the dusky maidens stole kisses from the bachelors and others on New Year's Day.

Mrs. William Nettles

One sweet old lady, feeble only in physique, could tell everything mentally but from weakness of speech had great difficulty in making herself understood. In order not to tax her strength too much she was not questioned very often, consequently her reminiscences will be short and to the point. The one in mind is Mrs. William Nettles, who in her old age is receiving the very greatest attention, being cared for by a trained nurse. She arrived in Port Arthur, then "Prince Arthur's Landing," in the early seventies, by the steamer Chicora. At that time the passengers were landed by means of small boats. She spent her first Christmas in a small house situated on the ground now occupied by St. Joseph's Convent. She remembers quite clearly a man, by the name of Martin Teskey, who walked all the way to Fort William to attend Mass when Father Baxter was in charge. Mr. Teskey was a neighbor at that time employed on the erection of the Catholic church which was partially destroyed by fire. Her husband, Mr. William Nettles, who died about fifteen years ago, was a member of the Catholic church. Her only daughter, Kate, died over twenty-five years ago, which was a great grief to her as was her son Alex Nettles' death which took place seven years ago. The nurse in charge, Mrs. Burns, describes Mrs. Nettles as the dearest, sweetest and most patient of old ladies with never a murmur. In age she is well over ninety and informed the writer that she was quite prepared and happy over the thought of being called to the other world at any time. "I have a clear conscience," she said.

Old Time Parties

"Old Timer" tells of many funny happenings but [illegible] be finished as they might seem too funny for the present day conventional social life. She spent the winter of 1878 in Prince Arthur's Landing and since then has never spent one out of it. She probably and without a doubt, has seen more unusual life, more pioneer happenings than most of people. She says Rev. J. K. McMorine of St. John's

church later of Kingston, preached the Christmas sermon. December 25, 1879 Miss Jennie Laird (first wife of the late G. T. Marks) was organist in the choir. In the evening a family group with a few other friends composed a jolly dinner party at the home of Mr. and Mrs. Thomas Marks, the house since was burned down being situated on the vacant lot adjoining the Port Arthur club, on St. Paul street. In the party were Marie Wiley (Mrs. W. H. Plummer), Miss Kate Marks, Mr. George Marks, Mr. Harry Wiley, Mrs. Andrew Wiley, Mr. Lynn Wiley, Mr. Fred Jones, Mr. Phil Coulter, Col. Ray. The evening was spent in music, anecdotes and the usual Christmas merriment. The principal amusements in those days were skating, snowshoeing, teas and driving parties generally started by Mr. Phil Coulter, who did the "verbal invitation" part and the ladies the rest. The latter supplied spoons, forks, table cloths and other articles necessary. They often drove to Fort William to the McIntyre home, or the John McKellar home, where a dance was indulged in. It was no trouble getting up impromptu parties in the days mentioned, especially at New Year's. I received the first New Year's Day and had as many as fifty callers, among them being John McKellar, W. F. Davidson, Peter McKellar, W. J. Clarke, W. C. Dobie, Robert Maitland, D. F. Burk, W. H. Laird (New York), Robert Laird, W. H. Furlonge, C. E. Jim Woodside, Wiley brothers, R. M. Pratt, J. P. Donnelly, George Kennedy, Col. Ray and many others. Many will remember Mrs. Donnelly and her hospitable family who kept open house and the neighbor being Mrs. Mary Munroe, a Scotch lady, sister of Mr. Maitland, who kept a boarding house, a log building that in these days would be coveted by many for its quaintness and comfort. She made a home for the homeless grown-up waifs, as they called themselves. One of her special preparations at Christmas was a large round of pickled beef. She always had this in and used for lunch for the boys. In those days dressmakers were scarce and all the women and girls made their ball dresses and other apparel. The life in the days mentioned was truly unconventional and enjoyable.

Mrs. Thomas Woodside

We came to Prince Arthur's Landing in the month of July 1883 the year we built the foundry and iron works. This was then a busy, happy village; no vacant houses to be had. In nearly every home boarders or lodgers were kept. We were very fortunate to find our rooms ready for us in the old home with Mother and Father Woodside, where we stopped until November and then an old friend, Mr. C. Farrar, moved down the line to the C P R construction camps and we rented their house on Ambrose street. We were glad to be there as it was so near to our shop. Times were quite brisk in those days too, everyone apparently eager to catch every dollar. Sometimes one felt there was hardly time to live. I was often very lonely and only for my good old neighbor, Mrs. Mayes, who lived next door, I would have been much worse for my husband worked till late every night. The first winter was a real severe one. There were only a few days when the thermometer registered as high as zero. The mail that year from the east came by way of Winnipeg. Before that it came across the ice by dog team from Duluth. It was an extra welcome sight to see a letter as they were so often delayed in those days. There was no such thing as three mails a day. About our first Christmas here all the Woodsides then living here had a family gathering. There were Father and Mother Woodside, Mr. and Mrs. James, John, Annie, Mary, Susan and my husband (Tom) and myself and our baby girl, seven months old, who was the most important one apparently in the gathering. For dinner we had roast goose and chicken. The latter was the pick of the well cared for flock which was mother's delight. The vegetables we always knew were the best in the village as father's garden was the admiration of all the passers-by and his special pride. Weeds were not allowed to grow there. We spent the day as usual looking at pictures and magazines and listening to interesting tales of adventure and experience, too, as only father could relate of the early days when all the villagers knew one another. After all, that which made great men and women in the past was the unessenti-

our education of tales and stories told around the family circle. When books were discussed and changes and events talked over far weightier questions were debated around the family fireside and thrashed out thoroughly. Christmas gifts were freely exchanged but a simple card or small gift was much prized then which now would not be thought worth carrying home. How time changes as it flies by and none seem more happy than we were just thirty years ago.

Ada Whitlaw (Mrs. Thos.) Woodside.

December 5, 1913.

Mrs. Hugh Jones

Another pioneer not often met by the earlier or even the more recent arrivals to the country, owing to delicate health, is Mrs. Hugh Jones, who settled in the Thunder Bay District in 1873. Mrs. Jones maiden name was Agnes Jamieson, hailing from Edinburgh, Scotland, later to meet her fate at Bruce Mines.

In company with her husband, who [illegible] Bruce Mines by the steamer Manitoba (long ago a wreck in the Landing). She had an thrilling experience on the way of storms but in those days men, women, children, cows, horses, sheep, pigs or any other animal of fancy took passage on the same boat, there being no other alternative. Later on after Christmas which was spent quietly Mr. Jones went out with the Wolseley expedition in company with James McDougall to build barges which afterwards plied backwards and forwards on Lake Mille Lac.

Mrs. Jones is the mother of eleven children, also mother-in-law of Mr. Gurney city treasurer and lived in a house for years on the hill near Wilson street, and later in the house now used as a billiard room and peanut stand at the corner of Cumberland and Pearl streets. Mrs. Jones as all other pioneers tells of the visits of the Indians on New Year's day sometimes terrorizing the women and children. She resides today on Arthur street.

Mrs. Annie J. Barrie

(Written by Mrs. Barrie)

In the year 1880, the last boat left Prince Arthur's Landing November 12, leaving a small band of less than four hundred persons in the little village without communication with the outside world except by dog train via Duluth. The mail was carried by Indians along the north shore of Lake Superior and was due Sunday morning. Needless to say if the mail as carried by Joe" was late the churches were poorly attended in the morning. Christmas came on Sunday that year. The churches (at that time three in number) and the Presbyterian lecture room ladies had been busy making ready for their annual sale of work, and gay and happy times we had at our sewing meetings held at the homes of members with refreshments served after. The Methodists held their bazaar on Christmas eve, and was followed by supper, and a concert. The entertainment was held in the town hall which was destroyed by fire a few years ago. The ladies served a good meal and the concert was taken part in by nearly all the local musicians, later going up the hill to St. Andrew's church, where Mozart's Twelfth Mass was being sung by a quartette choir, [illegible] with a beautiful voice taking the leading part. Miss Jean Donnelly now Mrs. Fred Jones, Mr. S. W. Ray from the English church and Mr. F. S. Gerlie from the Methodist church. The music was good and would equal anything we hear in the churches today. The night was cold, but home with friends the coffee and Christmas cake and a merry time made us forget a [illegible] thing like a cold night. It did really seem colder in those far away days. Christmas morning the Methodist choir gave a service of song, the music taking its tone from the Christmas season. Three members of the choir are still living in the city of Fort William namely Mr. W. S. Beaver, Mrs. Thomas Penfold, and Mrs. A. J. Barrie, organist, the two latter being at that time the Misses Harvey. Dinner was taken with Mr. and Mrs. Penfold, and greatly enjoyed, as was the pleasant evening that followed. New Year's Day was celebrated on Saturday, December 31. All the ladies were at home waiting to receive and had their baskets at the door for cards. It was rather an ordeal to have great sleigh loads drive up such is for a mouthful of cake, a drink of coffee and say good bye. In a moment they were gone, so many

calls had to be made. They always visited the "River" as Fort William was known in those days. Our twin city, Fort William, was then a Hudson's Bay post, with the block house and stockade still in use, and only a few families living there. The gentlemen calling on foot were inclined to take their duties more leisurely. The boys from my brother's office (J. W. Harvey's Thunder Bay Sentinel) called themselves the "hungry club" and made good their name. That evening the gentlemen gave an impromptu dance in the town hall, the ladies receiving during the day being the guests. The ladies also provided the music for dancing. The Monday following the gentlemen honored Mr. A. W. Thompson, Judge Laird and the Wiley brothers in the "Wigwam," as the place was called, which stood on Water street south. It was most amusing to the ladies to hear their words of Saturday repeated. They were chiefly weather, coffee, cake, the dance, oh why such haste. Looking backward I can safely say "ours" was the ... or the

Bleak north shore with its legends old
And store of a wealth as yet untold
Standing there like a sentinel brave
Marking time with the restless wave

Mrs. M. E. Bailey

Mrs. M. E. Bailey, formerly Miss Lizzie Vigars, relates a most interesting experience in her first attempt to reach Thunder Bay by steamer. Being a resident of Bruce Mines for several years she in company with her husband went to Marquette, Mich., for a short time, returning again to the Bruce Mines before taking passage for Prince Arthur's Landing November 13, 1872, by the old steamer Chicora, which leaving the dock, ran on a boulder in Bear Lake. They were hard and fast on the rock for a few days. The steamer Acadia (No. 1, and long ago a wreck) landed them safely at the "Soo." The Acadia was the third effort by steamer made to reach the Landing, as Fort Arthur was called in those days. Among the passengers was the staff of Canadian Pacific railway surveyors. Of these were Mr. McKenzie, Mr. Hingree and a Frenchman who went by the name of "Mamie Moodie," who from continuously singing the song. The voyage lasted from November 13 to 27. The boat was covered with ice when they reached "the Landing." They were met by Mr. J. P. Vigars and Mr. W. C. Dobie, who went out to the steamer in a row boat to welcome them. In the days mentioned larger boats could not land as there was no dock. The package freight was landed on a scow from the Chicora which was anchored a short distance out. Mrs. Bailey's first Christmas was spent in company with her husband, Mr. James Bailey (one of Port Arthur's first street railway conductors of 1892), her daughter Kate, now in Winnipeg, and her son Jim Bailey, at the home of Mr. and Mrs. J. P. Vigars and their son, Harry Vigars. Like many other pioneers, Mrs. Bailey, who now is as active as ever and ready for social affairs, spent her first winter principally in the interests of her young home, her diversion from work being tea meetings and concerts.

Mrs. Donald McKinnon

Quite often when old timers are told of a happening so denied to Mrs. McKinnon of Regent street, Port Arthur, they will exclaim, "I thought she was dead long ago." Well, she is far from it. She is very much alive and "seventy years young," makes others feel that it is good to be alive as well as herself. She can answer questions in the most interesting way about things in general and is one of the good genuine old-time Highland Scotch ones with a little of the mother tongue still ringing in her voice, the Gaelic. There are none in Port Arthur among the pioneer women, has the same Mrs. McKinnon, Mrs. Nattles and Mrs. John Ferguson (Lizzie Ferguson) that the writer finds so long years "fleeing" with them, these three within a stone's throw of one another. Mrs. McKinnon told of her first Thunder Bay experiences very interestingly. She was Katherine McDonald, coming originally from Argyleshire, Scotland, and to Canada later on to settle near Hamilton. She as a great many other old timers took passage up the great lakes by the steamer Chicora, on which trip were several men, includ-

ing her husband who had been working on the narrow guage railway between Toronto and Owen Sound who were on the way up to work for Mr S. J. Dawson. She was here before the Dawson road now called Red River road, was surveyed. She lived five years in the government yard, where the hotel "Prince Arthur" now stands one of the Canadian Northern's chain of hotels from coast to coast. She spent her first Christmas in the home mentioned. Many of the men around at that time were Glengarry men all Murdocks, McDonalds, McKenzies and others with Scotch-like names. She had several Christmas callers. Among them she remembers James Dickson Mrs. Lobb, who later was Mrs James Dickson, Mr. William Webster, Mr. Joseph Ross, Mr "Sammy" Wilcox and several of the "Macs" from Glengarry. On New Year's day thirty-two called. She remembers the amusing and perhaps [illegible] habit the squaws of the early days had of kissing every man they saw on New Year's [illegible]. The Indians in those days expected to come in for some of the good things, and in [illegible] tea, coffee, also candy and tobacco were put up in parcels and presented to them. It was the custom for years and years after they started the white women. Mr. Halstead was the Methodist minister then in charge. My older children were baptized by Mr. Black at Kildonan though. You know I was [illegible] a Presbyterian said Mrs. McKinnon. My husband Donald Campbell McKinnon died seventeen years ago. She had a family of eleven, six boys and five girls now somewhat scattered, Belle, Mrs. Baldwin, as far away as Spokane and Annie at [illegible]. She lately patched a quilt for St. Paul's new church, and is very seventy.

Mrs John Ferguson

Mrs. John Ferguson, Regent street, formerly Lizzie McGrath can boast of being amongst the first pioneers having come to Port Arthur in 18[illegible] when it was called the station. She chose Whitby as her girlhood home leaving there when quite young to leave for the great lakes, afterward making her home with an old and well known pioneer Mr. James Flaherty. She took passage by the Chicora. A[illegible] met her with several friends who were aboard. The first hotel was run to accommodate the miners who were employed at the Shuniah and other mines, supposed to be very promising. She spent three days with Mr and Mrs. Flaherty who erected the first hotel. Sometimes hundreds of men were boarding at the place. At the time given the [illegible] and Silver Islet mines and the Ontario mine near Current River park were sinking shafts. They found silver but not in paying quantities so all were soon shut down. Mrs. Ferguson's first house was on Arthur street, later being burned down. The place was opposite W. F. Cooke's store where the New Ontario now stands. Her first Christmas was a pleasant one. The possibility of the C. P. R. was much talked about during the day as the surveyors were at the hotel, and much work was going on. Among the guests at the Christmas dinner were Mr. and Mrs. Flaherty, Mr and Mrs. Grennons, Mrs. W. [illegible] Mr. and Mrs. [illegible] Miss Lizzie Lobb), Mr. W. H. Furlonge, civil engineer, Mr. Alfred Tennyson, a nephew of the poet Tennyson, Mr. Sareanw James Woodlee. The dinner was exceedingly good with an ample supply of partridge than as plentiful, plum pudding and all other good things that constituted a first class Christmas festive. Games were played. Music was furnished by Mr. Mingrae, C. P. R. commissariat. Others camped at the 'Kam' were Mr. William Murdoch, Mr. Michaud and Mr. Fothert. Mr. and Mrs. Ferguson who are still active, a warm, bright and cheerful may be called pioneers, but do not look it.

Mrs. Gilby

Mrs Gilby Van Norman street, being at one time a resident on the waterfront, on South Water street cannot escape being numbered amongst the pioneer mothers. Her home was a rendezvous for fun and merriment among the young people. If any of the girls wanted a new idea in fine embroidery or any other fancy needlework, it was to (Mrs. Daniels) Mrs. Gilby they would resort. To make it more interesting still, she always served tea and cake.

Mrs. J. L. Meikle

Like many others who can claim to be pioneers, having lived near South Water street, or the vicinity of the city's water front at one time, Mrs. Meikle can tell a few if not many interesting tales incidental to earlier days. To prove the newness, and vagueness of idea of the conditions of transportation in those days the Meikle family left the east by the Campana, with the idea of traveling from Prince Arthur's Landing to Winnipeg by rail. However, traveling by ties being more possible than by rail owing to the unfinished work of the road they decided to settle in Port Arthur as it was looking pretty good to all. Times were good then—money was fresh, and the place of business which they started was well patronized by the hundreds of men who bought literature, musical instruments and supplies in general, the receipts of one day then being quite large, as the place was booming, though not large seemingly but large in population. They spent their first Christmas and first year in prosperity in a house on South Water street, not far from the mining exchange, the buildings then being amongst the most important at that time. Mrs. Meikle's home then, as it is today, was one which was a delight to enter through her hospitable and unconventional way of entertaining friends.

The Humphrey Family

Mrs. Sutherland, Mamie Humphrey as she was nicknamed, was a very popular pioneer daughter of a very popular pioneer mother, Mrs. Jane Humphrey, wife of M. Scott Humphrey, now living in the Okanagan Valley, B. C. The family circle was a particularly interesting one. The house was a great haven of the women of to-day when a school child, who remembers clearly the various teas she ate, and especially the fried potatoes Mrs. Humphrey used to cut so fine and turn over and over with a fork until they were evenly browned through and through. Mrs. Sutherland is the only one residing in Port Arthur, one sister Mrs. Kane, being a resident of Fawcett street, Winnipeg, and Mrs. Donnelly (Nelly) living in the west. She visited Port Arthur two years ago.

Mrs. Katherine Rapsey

Coming to Silver Islet by the steamer Chicora from New York as early as 1872, Mrs. Katherine Rapsey, wife of the late William Rapsey, can tell very interesting tales of pioneer life, particularly that of the Shuniah mines. After living at Silver Islet two months they decided to move to West Shuniah. On the way to West Shuniah they put up at the Mining Exchange, then kept by Mr. and Mrs. Ward, and still in existence today. At the western mine was an hotel run by Mr. Ned Kitto, and at the east Shuniah one kept by Mr. Everington, better known as captain of the mine. The second Christmas was spent with Mr. and Mrs. John Andrew, who had come shortly before from England. Mr. and Mrs. Bailey were also residents at the mine then. Mrs. Rapsey said, "Our principal amusements of the season that winter were surprise parties, in fact the people from the Landing (now Port Arthur) used to drive out, among them being Mr. and Mrs. Adam Bowerman, Mr. and Mrs. "Rightaway" McDonald, a contractor on the C. P. R., Mr. and Mrs. James Woodside and many others I have forgotten, were with them. Others I remember as being residents were Captain Nichols and family, the Cases, and Mr. and Mrs. V. Nicholls. The houses at the time, a few of them left yet, were made of logs. We left the Shuniah for New Brunswick, residing there six years, the only time except the trip I took to England that I have spent out of Port Arthur since I came in, forty years ago." Mrs. Rapsey has in her possession today two writing desk boxes which were presented to herself and to her husband by a neighbor who lived in one of the big houses mentioned. They were gifts for Christmas, are very quaint, with inlaid work and very complete with their places for pen and ink and other little corners for stowing treasures in. The neighbor was Mr. Pearce, who was an adept at this craftsmanship. Mrs. Rapsey is among Port Arthur's many active and bright pioneer mothers, having three daughters whose companionship is much enjoyed by their mother, and with one of whom she makes her home.

Mrs. Chisholm

Dear Miss Dobie:—Mother asked me to write you as she had promised to let you know about grandma's first winter spent in Port Arthur. The first house grandma lived in was one on Water street, owned by Mr. Vial and that was where she ate her first Christmas dinner. The first meal she had in Port Arthur was at the home of Mr. and Mrs. Hancock. Grandma has been very ill since you were in Nipigon.

PEARL CHISHOLM,

Nipigon, Ont., Dec., 1933.

Grandma, as mentioned by Pearl Chisholm, a resident of Nipigon, is making her home with her daughter, Mrs. Chisholm, but residing so many years in Port Arthur still claims Port Arthur as her home. In the early days she was surrounded by a family of eight or nine. They were a merry, [illegible] one, nearly all having nicknames. There were [illegible] Mar Sal [illegible] Fed and Hen, Jack being the only one that possessed a name not [illegible] to an abbreviation, such as Hen for Henry and [illegible] Mrs. Harris' husband, who died several years ago, was a builder and clever with his tools in many other ways. Grandma Harris has from the earliest days been famous for her saffron loaf and at Christmas time sharing her baking with friends. Today she is cared for by two most devoted daughters who seldom leave their mother, the latter being the most of the time indisposed. D. D.

Other Active Pioneers

Other interesting women of pioneer days engaged in the activities of the day are: Mary Marhwell, a noted journalist, now in London, Eng.; and Mother Vincent of St. Joseph's Convent; Mother Monica, of St. Joseph's Hospital; Mother Dagnesia; Grandma Jane Wa[illegible] (Mrs. Wollard, now of Nipigon, a sister of Mrs. Walpole Roland); Mrs. McGillis, Mrs. Foote, Mrs. Fitzgerald, now of Winnipeg; Mrs. Peter Trankley, Mrs. Bowerman, Mrs. Delbridge, Mrs. Stocks, Mrs. St. Nichols, Mrs. Gillis, Mrs. Hamer, Mrs. Neil MacLean, Mrs. Small[illegible], Mrs. Kittle, Mrs. Beech, Mrs. R. Fox, Mrs. Allan McDougall and many others of the more recent pioneers.

Mrs. Davidson

It is difficult for me to remember anything of interest about my first Christmas here, so many things have happened since, that I have concluded it must have been a quiet and uneventful day with me. I arrived here early in May 1872 with my first husband, William Eades. We came from Hamilton, Ontario, where we had spent our first winter in Canada, having arrived there the year before direct from Liverpool. My first voyage across the water was an eventful one. We were passengers on the "Pinbury" on her maiden trip across the Atlantic. At the mouth of the river St. Lawrence the boat struck a rock while running in a heavy fog. The passengers were all taken off the steamer to Apple Island where we remained three days before a tug was sent to bring us farther on our journey. I will always remember the excitement of that time when the women and children first were put off in the life boats and when I with my [illegible] daughter (now Mrs. G. H. Blygpar) in my arms was put into the boat with the other women and children, leaving my husband standing on the deck of the doomed steamer.

When I first saw Prince Arthur's Landing I felt that I had been cast into a wilderness, and the day the last boat left, and we realized that we were to be cut off from all communication with the outside world—I thought it the most sorrowful hour of my life and I remember spending that day mostly in tears. My first house was on Pearl street, but there was no street and during that first winter we had to depend upon the good services of a neighbor who used to break a path through the deep snow for us to get down to Cumberland street. My husband Mr. Eades opened a bakery and confectionery store on the corner of Park and Cumberland streets and as there were no streets named then, he was the first to name a street, which he did by painting on a piece of board the name "Park Street" and nailing it up in front of the store.

When I think of my first Christmas I picture a little group of shacks for there were no houses, and a dreary outlook, a winter of very heavy snow and bitterly cold—that is my remem-

brances of my first Christmas in Port Arthur in the year 1872.

SARAH DAVIDSON

Mrs. Penfold

October, 18[illegible], was the first month I experienced in Port Arthur as a pioneer, the place in those days going by the name of "Prince Arthur's Landing." At the time mentioned I was Nettie Harvey, claiming Strathroy as my former home. I ate my first Christmas dinner at the home of Mr. and Mrs. Richard Nichols. Other guests were my brother, Mr. J. W. Harvey, now of Monrovia, Cal., and my husband, Mr. Thomas Penfold. The home of the host and hostess was situated near the shore on South Water street and after used as a coal office. My first home in which my brother shared, was situated on the present vacant lot near the house now occupied by Mr. Richard Vigars. A few months after we moved into a house on Pearl street opposite St. John's church. My first winter was spent chiefly in working for bazaars, concerts and other schemes for raising money for the church. I received the first New Year's Day and had many callers, calling all day, those being the days [illegible] of the gentlemen. Church going and choir practice was the usual diversion from the day's routine of work. Mrs. [illegible] is the only woman in the city today that I can remember as having been a member of the choir I mention. My first Christmas afternoon was spent in out-of-door skating at the south end of the village—now a city of many thousands. NETTIE H. PENFOLD

Mrs. Cross

Silver [illegible], Nov. 21, 1918

Dear Miss Dobie—Mother remembers very little about her first Christmas here (1871). The men quit work at four o'clock the day before and each man was given his choice of a bottle of beer, wine or whiskey. There was no intoxication on Christmas day however. The young people spent the afternoon skating and of course there was the usual amount of Christmas good things. The ladies called for their gifts of cake and candy and everyone was happy and contented.

Mrs. Gillis, Pearl street, Mrs. Alexander McPherson, Fort William, and I think Mrs. Alice Whalen, Van Norman street (Jim's mother) were here at that time. These women can tell you more than Mother possibly.

I am, yours sincerely,

MAGGIE CROSS.

Mrs. Chase

My first Christmas in Port Arthur was the Christmas of 1882, and was rather lonesome in some respects. I promised myself then it would be my last, but the promise I never fulfilled, as I have spent nearly every one of my Christmas seasons in Port Arthur. When I saw the last boat go out that fall I thought my last friend had gone as the only way to get away was by dog team to Duluth, a rather inconvenient way of travelling. I ate my first Christmas dinner with Mr. and Mrs. George Clarke, who within the last year have been called away to the great beyond. After dinner in company with four other friends, I went for a sleigh drive to West Fort, which proved to be very exciting before we returned. The drive over was made without mishap, but on our way back, the horses ran away and the sleigh overturned. Not having conveniences we enjoy today in the shape of street cars, it was up to me to walk, which proved very tiring. About two miles from town we overtook a man driving with a load of wood to town. We asked him if he would give us a ride as we were getting very tired. He politely informed us we could upon payment of fifty cents each. Although this was expensive, we climbed up and rode as far as Bay street, which was then considered to be a long way out of town. From Bay street we had to walk home. I was a tired woman that arrived home at about eight o'clock. That winter we amused ourselves at skating and snowshoeing, but it was very lonesome at times. This I think, dear editor, is about all. Wishing you a merry Christmas, I am

CHRISTINA M. CHASE.

Mrs. N. N. Stewart

My first trip to this country in the year 18[illegible] was as a bride on my honeymoon trip. My husband and I came by the steamer "Frances Smith" which was commanded by Captain Tate

Robinson. We were four days and four nights on Lake Superior coming around by the north shore, and when we arrived at the Landing had to be rowed in to the shore. The Queen's hotel at the then on the site of the Mariaggi had a tent roof, the construction work being finished later in time for winter. My first trip to Fort William was over a [illegible] corduroy road. The only buildings then which was forty years ago, at Fort William were the Hudson's Bay store, the [illegible] home, the McKellar home and one or two other small buildings. Everything around the Fort at that time was characteristic of the Indian. On the parts of property which today is a principal street of Fort William the Indians could be seen going around with their canoes, the ground near the river was so marshy and the water so much higher seemingly. Dozens of canoes were then placed along the river, many of which are to be seen on the grounds of old [illegible] today. White families were not very numerous, not many apart from the McIntyres and the McKellars. The Indians were around with their birch bark canoes shooting ducks. This to me was very interesting. My husband (Mr. Nat. N. Stewart) went through at the time of the Wolseley expedition. We lived for nearly forty years in the vicinity of Pearl and Court streets. The first home was in a swamp and my husband in order to get material to build it, had to cut down the trees of the swamp to make a road for the wagon with which to haul it in. Mrs. John Ferguson was my neighbor for years and my help [illegible]

(MRS. N. STEWART

Mrs. Nat N. Stewart, who gives such an interesting account of early day life, has always been famous for her excellent way of making Christmas cake. She taught and befriended many of the pioneer daughters in their first attempt when they were struggling over the chopping bowl, among them the editor of the "Woman's Page." Monday, December 15, 1913 at three o'clock she was making the same kind of cake in preparation for the twenty-fifth when the writer called on her. She has made many people happy at Christmas—and will for many years to come.—H. D.

Absent Pioneers

The writing of the pioneer woman is limited to the pioneer mothers still residents of Port Arthur with the exception of three, namely Mrs. Joseph Ross, now in Edmonton with her daughter Mrs. W. A. Brown, Miss Lillie Ross, Mrs. William Harris and Mrs. John Casey of Duluth, daughter of Mrs. A. H. Knowles of Fort William, Edith Casey. We could scarcely mention pioneers without thinking of Mrs. Ross whose home on Water street for years was one of hospitality and a delight to visit. Mother describes the character of this delightful woman more than any other word could possibly express. The same can be said of Mrs. Casey who in her advanced years takes a keen delight in paying the old home a visit once in a while. The same can well be said of Mrs. Harris who very recently enjoyed a boat from Nipigon to Port Arthur.

Some of Those Who Have Passed Away

Among those who passed away several years ago, and some very recently who could have told even more of the "bitter-sweet" of the early days, are Mrs. Thomas Trethewey, Mrs. W. C. Dobie, Mrs. Basil Gerrard, Mrs. J. F. Decker, Mrs. John Andrew, Mrs. William Vigars, Mrs. Jo[illegible], Mrs. John Bray, Mrs. Scott Humphrey, Mrs. Sickon, mother of Mrs. Thomas McAuley of Calgary, Mrs. M. Healey, mother of Mrs. [illegible] G[illegible] and Mrs. Gatewood, Vancouver, B. C., Mrs. Fox (mother of Mr. Richard Fox), Mrs. [illegible] Clave, first wife of Mr. George Clave and mother of Mrs. J. R. Cauchon (Una Clave), now of Edmonton, Alberta, Mrs. Everington, senior, and Mrs. Vial, mother of Mrs. Stephen Jones (Winnie Vial) of Duluth, Mrs. Dickson, Mrs. St. Louis, Mrs. Bonin, Mrs. W. J. Clarke, Mrs. James Flaherty, Mrs. Vigars, senior (Grandma), Mrs. Geo. Clarke, Mrs. Roland, Mrs. W. E. Langworthy, Mrs. John Cooper, Mrs. Edward F. Leacroft, Mrs. Woodside, senior (Grandma), Mrs. Woodside, first wife of Mr. James Woodside, Mrs. W. B. Cooke, Mrs. George E. McDonnell, Mrs. Hamlin and Mrs. M. Dwyer and Mrs. Hoenert, senior, Mrs. Mary Munro, sister of Mr. Robert Maitland, Mrs. Fortune, Mrs. John Cooper.

The Thunder Bay Harbor

BY PETER McKELLAR

The Paper Treats of Some of the Critical Crises Through Which the Twin City Harbors Have Passed

The Fort William harbor was at the Kaministiquia River which enters the Bay in three branches. The river channels are 20 to 24 feet in depth, and the bottom consists of stratified clay which required to be dredged in many places to accommodate shipping.

The Port Arthur harbor was situated on the shore of Thunder Bay about three miles from Fort William and consisted mostly of rock and hard pan, which necessitated the building of piers and blocks out into the open bay and breakwater protection, to accommodate shipping.

The Port Arthur people contended that a harbor could not be made and kept open on the Kaministiquia River as the bottom consisted of shifting sand and silt that would fill in as fast as dredged and, of course, any developments made there would be money wasted.

The Fort William contention was, the river bottom was not shifting sand and silt, but stratified clay, the best material possible for harbor purposes and that the Port Arthur harbor bottom was hard pan and rock, and the cost of enlarging it was great compared with that of the Fort William harbor which is as the cost of excavating rock compared with dredging clay.

It will be seen by the above that the two parties were directly opposed to each other and being human, were, of course, carried their aggressiveness beyond reason and thereby gave cause for bitter controversies which continued for about thirty years. Yet, the all that the people of the two places continued friendly in a social way.

There had been many efforts made to get a start in the dredging of the river. The late Mr. John McKellar, assistance was chiefly responsible for keeping the dredging going. He persevered and succeeded, under strong opposition, in securing from the Government a small appropriation for dredging the river as nearly every occasion that Port Arthur had received an appropriation for the Port Arthur harbor. The late Mr. S. J. Dawson, then M. P. for this district and a resident of Port Arthur, helped the mayor very much in securing even these small appropriations, which no doubt were the chief means by which the river harbor was kept from being effectively closed to heavy shipping for many years.

There were seven delegations to Ottawa and Toronto from the Twin Cities or Towns while the Parliaments were in session. As was usual in those days the late Mr. Thomas Marks headed the Port Arthur delegation and Mr. John McKellar headed the Fort William delegation. Each of them had been a council [illegible] reeve and mayor. Besides these many others on each side were active in these controversies. On one occasion the Fort William delegation was in Ottawa and succeeded in getting the Government to promise an appropriation of $11,000 for dredging the river. Then they left for Toronto to attend to the Provincial affairs. Soon afterwards, Mayor McKellar received word that the Fort William appropriation was left out of the estimates. He took the next train for Ottawa. Mr. Dawson, M. P. was greatly surprised to hear it, but on looking up the matter found it was true. He said: "We will see Sir Tupper, Minister of Public Works, about it." Sir Tupper after consideration said he would fix it. He will make one harbor of the two and issue an order that $11,000 of the appropriation be applied to dredging the river. In the spring when the dredges started work in the river many were surprised as the appropriation did not appear in the estimates in the regular way.

Now after the [illegible] had cleared away it appeared that each party believed that developments made in the other harbor would be money wasted and that the only way to prevent such waste of money was to get the Government to stop development—in the case of Port Arthur, stop building

[illegible] and plans and in the case of Fort William stop dredging the same. The Fort William people had little weight in holding up the Fort Arthur developments, as during the early developments there was more expanded [illegible] to be accounted for in Fort William than in Fort Arthur on account of the natural conditions along with the want of proper buoying in the river. Again the Government would naturally favor Port Arthur on account of nearly all the local Government officers being stationed there. On the other hand, Port Arthur influence was strongly used to stop the dredging at Fort William, and very nearly succeeded on several occasions. I will only refer to a few of those [illegible] in this paper.

On one occasion, in 1881 the railway contractors, Purcell and Ryan, were to get in the winter supplies to the new warehouse at West Fort William. The Canadian Steamboat Company refused to bring the supplies in to the river, wanting to land them at Port Arthur, claiming that the river channel was impassable by reason of being filled in with silt. We knew it was not true, but there was nothing left to do but try to get an American boat to come in and prove it. As luck would have it, the excursion boat "Peerless" of Chicago, a much larger boat than any of the Canadian boats, made fortnightly trips around to Duluth calling at Port Arthur on the way. I went the head at Port Arthur. Mr. Alan McIntyre, a boyhood friend of mine, was [illegible] and I prevailed on him to run his boat into Fort William on his next trip, which he did, running four miles up the river to West Fort. He had no trouble and he [illegible] and brought some supplies to the contractors on the same trip. I know this to be true, as it was I who piloted the "Peerless" up the river on that occasion. After that the Canadian boats brought the freight into West Fort without any trouble.

I might mention that the Government did not buoy the dredge cuts inside the river, neither did the municipality; private parties had to attend to it, by driving tamarac or spruce poles about 16 feet long into the bottom on each side of the cuts with colored flags on them.

On another occasion the Government ordered the light house on the Kaministiquia River to be closed and destroyed but Fort William made such a rumpus about it that the light houses were left but Fort William had to furnish the up-keep and keeper for some seasons. Had the order been carried out, Fort William harbor would have been closed to shipping for many years at least.

These dissensions continued for years. Finally in 1903, there appeared on the scene a wise Minister of Public Works, Mr. Hyman. He laid out an elaborate plan for a great harbor covering the two harbors.

The work was soon commenced by the Great Lakes Dredging Company starting five large dredges to work in the Kaministiquia river. Once this great work was started, the people took it for granted that all trouble about the harbor was over until the report of the season's dredging by Government Engineer Temple appeared in the spring of 1907. Then the people of Fort William were struck with consternation. This report showed the Fort William contention about the harbor to be wrong, and if the Government accepted the report as correct, Fort William harbor was doomed. I knew it showed the report to be entirely wrong and wrote the following letter which will explain matters, and published it. I mailed marked copies to the Premier, Minister of Public Works, our M. P. and others.

The Morning Herald, Aug. 8th 1907

RIVER DREDGING

Editor Morning Herald: —

Dear Sir: I see an article in the Herald of July 31, "Good Work by Dredging Co." which gives valuable information and also information that is false and casts a libel on our magnificent harbor. It shows the great work that is being done by the five great dredges constantly at work from about May 1 to December and removing about 1,500,000 yards of material during a season. It states: "Constantly as these five dredges are kept at work, however, it must be understood that an accumulation of the same material is constantly being deposited along the beds of these rivers and that, in all likelihood, so long as navigation is carried on the dredges will have to be

kept hard at it and always at it. This would infer an annual expenditure in dredging of $500,000 to $1,000,000 after the harbor is completed, which is an absurdity. The facts are that there would be little or no dredging required for many years, unless for the purpose of further enlarging the accommodation. The materials that the dredges are now engaged in removing are almost entirely the stratified clays that were deposited long ages ago in deep waters before the existence of the Kaministiquia River below the rapids. As the waters lowered and the valley bottom appeared above, the flow of waters from the high lands back commenced cutting the river channel by cutting through the surface sand stratum and into the clay strata, continuing it on as the waters receded and to the present time.

The river is comparatively deep and the current slow back for 10 or 12 miles to the rapids, and of course only light sediment would reach to or near the mouth of the river which would naturally be removed by the recurring freshets. In proof of this examine the bed of the river and with few exceptions you will find it to consist of the stratified blue clay.

Of course, it is understood that some of the heavy materials from the surface sand stratum would be washed in with freshets and the swash of steamers. That would be trifling, as the clay strata for the most part reaches higher than the freshets' high water mark.

According to nature's conditions, the above showing is practically correct, and from my experience I am convinced it is. For many years I was one of the parties who attended to marking out the channel and the dredge cuts through the channel, by driving long spruce poles with flags on each side of the cuts.

The first cut through the bar at the mouth of the river was made in 1873 by the Williams Dredge Co. of Duluth. It was narrow and about 11 feet deep. Capt. Symes brought the first boat, the Manitoba, into the river that same summer. The river was not again dredged for seven years, yet the same class of boats continued to come in, but occasionally had trouble by reason of the slight narrowing of the cut by the lateral wave wash. On account of the continued enlargement of the boats from a draught of 10 feet up to 24 the cuts through each shoal had to be redredged to increase the depth and width stage by stage. The enemies of the harbor represented the cause of the redredging to be the refilling of the channel, and even the people of Fort William, with a few exceptions, believed it.

When the narrow cut 11 feet was exposed through the bar to the waves and storms for seven years and then only partially filled up, although unprotected, there need be no fear of the expense of keeping the harbor opened when completed as it is being done now. When completed especially if protected by walls at its mouth, there will be little or no dredging required, excepting for further accommodation or enlargement.

Yours, etc.

PETER McKELLAR.

The development went on, and the engineer's report disappeared from view whether one either had to do with it or not, I do not know. About a year afterward I was called by 'phone from Port Arthur by the said engineer. He asked for a copy of the report I made in 1907 of the harbor. I said I think I have it in a scrap book at the old home. He wanted the copy as he said the showing in it is all right. To cut things short, I found the copy and he had got a newspaper with it in at Port Arthur. After reading over the report, he was very emphatic about the correctness of my showing as the harbor conditions, that is that the bottom of the river is not shifting silt and sand.

At one time I did not believe, but now I do fully believe, that the Government engineer was honest in the report he made, but certainly he made a mistake in accepting and making his report on the opinions of irresponsible persons instead of awaiting another year for his own examination and experience.

After reviewing the whole situation I have come to the conclusion that each party was right, and also wrong—right when he defended his own harbor and wrong when he tried to condemn the other harbor.

Now that the two have been developed, we find that together they form a grand harbor, one of the most convenient and commodious harbors on the Great Lakes.

PETER McKELLAR.

The Newspaper

BY D. SMITH

It has been the graveyard of the ambition of thousands of men who have devoted their lives to it. It has taken toll of the best that is in men and then thrown him to one side—a worn out wreck, a thing of no further use. It has taken into its cradle scores a few days and made them powerful in local and national affairs. It has been the medium of wealth and comfort. It has been the stumbole of fortunes and has blasted the hope of individual and family. It has taken the most of little education and made of him a great power. It has turned the most of education into the human garbage heap. It is a wonderful thing the newspaper. It is a loving mistress. It is a brutal task-master. It is befuddled and it is lucid. It is all things that may be encompassed in the gamut of human emotions and passions. As it is in its world-field so is it in its restricted field of localness. Here at the head of the lake men have embarked in the publishing of newspapers many of whom succeed, a few others only to existence but not yet even a quarter of a century pass over the head.

Probably the first paper to make its appearance here, that is the first paper printed from type, was the Sentinel at Port Arthur, a paper launched by Michael Hagan and called the Sentinel. The ambition to have a paper in the community however was ripe ten years before the appearance of Mr Hagan in 1874 and there is still in existence the first subscription list ever drawn up on the north shore of Lake Superior. This document shows that the public spirited citizens were willing to risk the sum of $100 in a newspaper venture. True they desired repayment of the advances in printing and advertising. No person claimed the reward and it remained for Mr Hagan to be the first to the field. He lasted a few years and then went west, the Sentinel continuing as daily or weekly until 1898, when the sheriff sold the plant and it was removed to the East, and, I there is any of it left, forms part of the Soo Express plant.

To make the history of Port William and Port Arthur newspaperdom complete I must refer to a period fully covered in a previous paper by Mrs. Perry, when many attempts at supplying news and amusement to the few inhabitants here at that time was accomplished as well by a group of Port Williamites named Miss Croom, editress, Mr Peter McKellar, artist and printer, Mr Archie McKellar and others. The paper published was called the "Perambulator" and, as its name predicts, be way with pen and ink, needless to say the number of copies of each issue was limited. Its circulation, however, included everyone in the two villages as it was carefully passed from hand to hand.

Of course the "Perambulator" had nothing but nice things to say about the folks across the river at Prince Arthur's Landing and, not to be outdone in progressiveness, Messrs C. S. Marks, G. A. Hodgins and W. W. Russell, artist, produced the "Thunderbolt," and a merry war of wit and repartee was continued from week to week, the demise of the C. P. R. being the matter in dispute.

In 1877 two young men, already resident in a previous paper unbounded a small printing outfit on the banks of the Kam and went a weekly craft out upon the sea of journalism. The wolf knew at the office door from the first, and one of the founts soon his interest and departed. Then the other went his way and the sea remained owned as for two or three years. Frank Graff was attracted by an offer of $500 bonus and launched a weekly called the Herald in 1880. West Fort William got. A couple of years later found him and his plant at Port Arthur and the town, then booming, had two papers. The ownership of the papers changed several times, and when the writer joined the staff of the Herald in 1887 Webb and Wood were running that paper having succeeded James Patterson formerly of the Toronto Globe, a gentleman who had found his troubles in the newspaper office. D. F

Burk and James Conmee owned the plant when I first knew it.

The trials and tribulations of producing a paper in those days, from a mechanical standpoint, were at times bordering on the ridiculous. Housed in a building once used for a boarding house in which I was stated that several men were daily frost bitten though banked closely to the stove, where miniature snow drifts remained from late fall till early spring, it is easy to imagine some extremely funny situations. We remember one winter day when the boss had laid in a supply of green slabs to fire the lonely and decrepit wood stove, that it was found necessary to install a small [illegible] in front of the stove as a silent but expressive argument that the slabs were in bad repute with the boys, and D. F. arose to the occasion and purchased a load of logs and borrowed a cross-cut saw so that we might warm ourselves.

It was just after I essayed the task of devil on the Herald that I visited the printing office at West Fort William where, after a merry fight between Graff and Captain Sidney Smith in 1889 over the possession of the Echo, Harry [illegible] Lee had succeeded to the captaincy of the craft, changing the name to the Journal.

It is a long time ago, and yet it seems but yesterday. But, since the dawn of that yesterday what wonderful changes have taken place. Where were a few straggling buildings alternated by forest and bush, swamp and rocks, now are examples of the builder's art of which any city might well be proud; where were ruts planking mud far into the summer months now are miles of paved streets bearing the traffic of a metropolis; where was naught but bush now are farms; where was but one railway in its first days of struggle, now are three railways stretching their bands of steel across the continent, and in place of twelve passenger trains weekly now are almost that number daily carrying thousands of souls to places of the land that then knew but east and west.

It is something to have taken a part in this wonderful transformation, and to all those my colleagues of the past and present I extend the hand of fellowship and declare that to the newspapers is due no small measure of credit for what has taken place, for notwithstanding what may be the hysterical opinion of some, the newspaper is true to the community which makes its continued existence possible.

Let me now go back to a time when Port Arthur having had its fill and the days of prosperity had fallen upon evil days. Its papers had [illegible] the [illegible], and F. B. Allan who had leased the Herald from Mr. Burk handed it back to him and the office was closed and the Herald printed at the Journal office, Fort William.

The concentrating of the C. P. R. interests at East Fort and advised practically all business men of West Fort to shift the scene of operations to this point. Mr. Lee had died a few years previously and his widow, who had conducted the business for a short time, on Dec. 6, 1890, sold to T. W. Rutledge, a practical printer, and James McLaren, a well known citizen [illegible] with us, and these gentlemen migrated with the plant to East Fort. Mr. McLaren handled the business end, while Mr. Rutledge looked after the mechanical end and Mr. W. H. Carruthers aided the editorial pen and did battle [illegible] for he stood for Fort William first, last and all the time. The writer was employed on the Journal for some months during this time. This was when the great boundary war prevailed and I remember a brochure written and issued by Mr. Conmee [illegible] which he repudiated with [illegible] the pretensions of the neighboring city to that territory lying along the lake front and afterwards incorporated into Fort William.

With the death of Mr. Cumming came the late T. A. [illegible] into the newspaper field. He was a contractor but one of those men who can do many things well. He saw a chance for a daily paper and on January 21, 1893, bought out McLaren and Rutledge and continued the paper as a semi-weekly until Oct. 12, 1893, when he started a daily. He established an office at Port Arthur under the charge of the late T. A. Keefe, who was succeeded upon his death by Paul Austin, who retired a few years later to enter another line of business. A. M. Frank then took the end of the business, and with the assistance of staff members has held ground well for the Times-Journal up to the present.

It is natural that, in trying to closely together the history of newspaperdom in

these two cities should interlock. I cannot possibly give but the briefest mention so much that would be of interest. For instance, previous to his retirement from the field at the head of the lakes Mr James Dickinson had conceived the idea that Fort William required two papers and he arranged a paper, which he called the Echo, the first issue being on November 11, 1892. It was printed at the Sentinel office at Port Arthur part of the time, and part of the time on a press which had been installed above a Chinese laundry in Fort William. The Echo died out, and the Sentinel ceased its watch. The publication of the Herald was taken up by Mr Allen who killed it, and the Chronicle was born. The latter ran as a daily for nine months and then dropped out, taking its place with the semi-weeklies and again stepping into the daily parade some eighteen months later, where it is today but under different management, Mr Allen having sold his interests a few months ago. In the meantime, the Daily News made its appearance in Port Arthur and still is. So much for Port Arthur. Now we will come back to Fort William where we left T. A. Bell as the new owner of the Journal.

The writer rejoined the staff in 1896 and was given charge of the mechanical department, and had the distinction of setting the first heading for Fort William's daily newspaper.

The Journal was an ardent exponent of Fort William's strategic position and might [illegible] a coming great city, and it was in no small measure due to Mr Bell's energy through his newspaper a few years later, that Fort William's first industry, the Ogilvie Flour Mill, was located here. This event occasioned the first special illustrated edition ever gotten out in this city.

In June, 1896, Mr Bell was induced by friends in Winnipeg to take hold of the "Nor-Wester," now the Telegram, and sold the Journal to the writer and Mr T. W. Rutledge, who in the meantime had rejoined the staff, but as neither of the purchasers had any capital, the deal being closed with a [illegible]. It was soon apparent that with the very small volume of business going through at this time—which will be remembered as one of great business depression—the buyers thought it best to cancel the agreement.

Mr. Bell continued the operation of the paper for another eighteen months with Mr McNally as news editor and the writer as manager. Mr Bell finally disposed of his interest in the "Nor-Wester" and engaged in life insurance in Winnipeg, directing the Journal from that city. Mr R. G. Hamilton, having replaced Mr McNally, was in charge of the news and editorial.

Mr Rutledge severed his connection with the paper and started a job printing office and in 1898 prevailed on the writer to join him in the publication of a semi-weekly which was called the "Times"—the first issue appearing September 23 of that year. F. E. Tranmer of Niagara Falls was engaged to handle the editorial and news department. The plant was housed in a new frame building erected by Rutledge & Smith on the present site occupied by the Times-Journal building. The paper was a small five column affair published twice a week and was well received by the public but was not a financial success as the field was too small for two papers. Two months after the Times was started Mr T. A. Bell was stricken with a sudden illness, resulting fatally, and the Journal plant and business was thrown on the market.

By considerable strenuous financing Rutledge & Smith acquired the paper and immediately commenced issuing the paper from the office of the Times under the new title of the "Times-Journal," the first issue being Nov 30, 1898.

The financial load was a heavy one, and it was found necessary to form a stock company to provide the necessary capital. Mr E. A. Morton's aid was secured and quite a number of local people subscribed small amounts. Dr T. S. T. Smellie was approached among others, and he made the proposition that the prospective shareholders be dropped and he be allowed to take a one-half interest. This was arranged and Dr Smellie remained as president of the company for some years. A fine new building was built, and large additions made to the plant. Dr Smellie finally secured all the

stock of the institution, and in 1905 he sold the business to the present owners.

Large additions were made to the plant and the portion of the building formerly occupied by Dr. Smellie's drug store was taken for the newspaper.

We will retrace our steps to throw a little more light on the actual conditions when Mr. Bell took hold of the Journal. It was being printed on a Washington hand press which with the help of three or four persons, had a production of about 200 sheets printed one side per hour. Mr. Bell at once put in a steam plant and large press which had a capacity of 1000 sheets printed one side per hour. Mr. Bell also installed from the electric railway the first electric lights in Fort William. The first type-setting machine in this district was also installed.

Messrs. Rutledge & Smith installed a larger and better press folder and the steam plant was supplanted by a gasoline engine, which I believe, was the first in the city.

Under Dr. Smellie's part ownership a still more modern press was installed which gave a production of 4500 completely folded 8 page papers per hour.

Under the present company's ownership the first modern type setting machine in the two cities was installed, the first modern cylinder press for job printing and many other features which have kept the plant thoroughly up to the minute and in advance of any other printing plant.

Just this year the press purchased in 1907 has been replaced with one of R. Hoe & Co.'s latest models capable of producing a 32 page newspaper completely printed folded and counted at one operation and if necessary in more than one color. Whereas the old machine would produce only an eight page paper the present machine will produce a 32 page, and whereas the old machine would print only 4500 papers per hour the new machine will produce 25,000 per hour.

In 1890 the Journal was published from the building now occupied by a fruit store corner of Brodie and Victoria Ave.

In [illegible] Mr. Bell removed the plant to a building then owned, I believe, by the late Sir Wm. Whyte, on the corner of Simpson and Victoria, and now occupied by Gerry Bros. hardware store.

We will again retrace our steps to recount the history of another newspaper.

In the spring of 1906 the field looked enticing to two western newspaper men, R. G. McCaleb and C. D. McPherson, and they started the Herald as an evening paper, the office being that now occupied by a creamery on Brodie street. They found the going pretty hard, but, to add to their worries, in November of the same year, just as the paper was going to press, there was an explosion of gasoline and the building partially gutted.

Several months elapsed during which time the plant was got in order and taking advantage of the local feeling running high on the near approach of a general election, a local company took over the plant and the Herald was again started on June 15, 1908 as a morning paper.

In July 1908, the plant was again gutted by fire, and the paper was published by the Times-Journal for many months.

A new building was built and new machinery added and the paper took on a new lease of life, but the smallness of the loaf to be divided again became apparent and the company found itself in dire financial straits, assigning and forfeiting the charter. Port Arthur capital came to the rescue and a new charter, The Central Canada Publishing Co. Ltd., obtained the paper, in the meantime being published by a receiver. This arrangement continued for some months when some Fort William men thought it advisable that the newspapers of Fort William should be in the hands of Fort William people, following which the interests of the Port Arthur stockholders were secured. Finally in order to reduce expenses and in an endeavor to keep the morning paper alive, printing arrangements were made with the Times-Journal, but soon this method was unsuccessful and, after losing a large amount of money, the paper was suspended.

It would be a serious oversight should I omit to chronicle the coming and the passing of the Industrial Review, started in 1901 under the able editorship of our good friend, J. R.

Lamby. It was published from the Journal plant and was in book form. Its chief aim was to advertise the mines of this district, but unfortunately the field was too small to carry the project and, in the course of a year or so, it was discontinued.

Speaking particularly of the Times-Journal the newspaper office has been one of the storm centers in every great fight in the city. The entrance of the Port Arthur Street railway the various utility and bonus by-laws, the big fight for Loch Lomond pure water, the purchase of the land of the street railway, the telephone system, light and many others of lesser importance.

While in some cases the paper may have been wrong on the whole I think its record is an enviable one as a champion of the welfare of Fort William, and while it might have made more money at times by taking a different attitude, it made many foes and true friends by its staunch support of what has in almost every case resulted in the betterment of the city.

It is something to say that after thirty odd years of public usefulness no charge of graft has been flung at it, and every idle move of its enemies during the heat of some battle has been shown to be shallow and groundless, resulting frequently in the vanquished becoming firm friends of the paper.

D. SMITH.

June 30, 1938

Department of Health

BY DR. R. B. OLIVER

We learned from the interesting paper read before this Society by Mr. J. F. Wells that the Municipality of Shuniah, of which the area now known as the "City of Fort William" was a part, was organized in June 1873.

At a meeting of the Council of the Municipality held on the 18th day of August of that year a bylaw known as Bylaw No. 9 was passed in reference to the Public Health of the District. It appointed the following gentlemen to be "Health Officers or a Board of Health" for the district mentioned.

For Prince Arthur's Landing:

Messrs. J. A. McDonald, Noel K. Sarant and Geo. L. Jones.

For Fort William:

Messrs. John McIntyre, Peter McKellar and Adam Oliver, the latter being my father.

For Silver Islet:

Messrs. Dr. Tompkins, Myron Gilmour and W. B. Frue.

Probably owing to the withdrawal of [illegible] from the Municipality in 1874 it was found necessary to pass a bylaw known as Bylaw No. 14 repealing Bylaw No. 9 aforementioned. This new bylaw appointed Messrs. Noel K. Sarant, Thos. Marks, Peter McKellar and Dr. J. A. McDonald a Board of Health for the whole Municipality "to have full powers according to law."

It seems probable that this Board held office continuously up to the time Fort William ceased to be part of the Municipality of Shuniah.

I am unable to find any written record of the transactions of this Board.

The general council of the Municipality however seems to have had an eye to the safety of the public for they passed two bylaws that were in the interest of Public Health.

Bylaw No. 05 was passed in March, 1880, and stated that "all holes cut in ice over an area of two square feet must be enclosed by a fence four feet high, said fence to be maintained while the ice lasted and be strong enough to prevent cattle getting into the opening." A fine of fifty dollars might be imposed for breach of this bylaw.

The other bylaw, though not directly concerning Fort William, is worthy of note.

It defines an area in the village of Prince Arthur's Landing over which pigs might not run. These limits were from the south end of Cumberland Street (where the Canadian Northern Hotel now stands) to McVickers Creek on the north and between Cumberland street and the lake shore to the south.

In the year 1881 Fort William ceased to be part of the Municipality of Shuniah and became part of the Municipality of Neebing. I am unable to find whether or not a board of health was appointed by the new council. Dr. Hamilton was appointed Health Officer for the Municipality in that year at a salary of fifty dollars. He held office during the time Fort William was part of the Municipality of Neebing and for some months after the time the town of Fort William was incorporated in 1892.

Dr. Hamilton resided in what is now called West Fort William. At the time of Dr. Hamilton's appointment the population in the present city boundaries was not more than 300 people, if it reached that number. This gradually increased till in 1889 when the Canadian Pacific Railway entered into an agreement with the McKellar Ward, which was then what we might call Fort William proper as distinguished from West Fort William, the population was between 1200 and 1600.

In 1888 occurred what might be called the first epidemic in Fort William when there was about ninety cases of diphtheria. It was of a very mild type, there being but two deaths.

While Fort William was part of the

Municipality of Neebing, Messrs. John McNabb, R. R. Rannelay, Jas. Hammond, John McDougall R. McNabb and Albert were members of the Board of Health. The first mentioned was chairman for a considerable time.

When the Canadian Northern Railway Company had completed their building two years later the Municipal records showed a population of 3000. However, as incorporation as a town was sought a special census was made which showed the population to be 4000. This being a sufficient number the Town of Fort William was duly incorporated in the fall of 1881.

Owing to the records up to and including the year 1892 having been burned in a fire which destroyed the Town Hall in March 1900 no accurate record is available from the year of incorporation as a town to that time. However I have done my best to collect from every available source all data in regard to the Health Department.

At a meeting of the Town Council held on July, 1198, Dr T G T Smellie was appointed Medical Officer of Health. Dr Smellie had been a resident of this district for some time, having located in Fort Arthur's Landing in 1872. He became a resident of Fort William in 1881.

The members of the first board of health for the town of Fort William were Messrs. R. R. Rannelay, J. McNabb, Jos. Hammond and Mins.

The Board of Health and the Medical Officer of Health had a busy year from routine duties to attend to as small an outbreak of smallpox occurred in 1398. Dr Smellie has already written a paper in the Society on this outbreak, so I pass it by with mere mention.

The water supply during this time was from a number of open wells situated at the Coa Docks, Centra School and Tow n Hall. The latter appeared to have been a well of such excellent water that it is spoken of with respect by the citizens until to day.

The first sewer was laid on Victoria Ave about the year 1898. It was not until about 1902 that the first sanitary sewer was laid on this street.

The first Isolation Hospital was built in 1898 and was located on Park Lot No 4 on Empire Ave. Some few cases only were accepted. No regular nurse was employed, and being sent to an needed

Dr Smellie and Dr Hamilton were in turn Health Officers until the year 1897 when Dr W W Birdsell was appointed in August of that year.

The outstanding feature in the history of the Health Department in the late nineties was the installation of a water supply from the Kamanistiquia river. This was in the year 1898. The commission who had the matter in hand was composed of Messrs. Dr W H Hamilton C. W Jarvis and Jas. Murphy. Water from the Kam river had been drunk in increasing quantities during the last few years so I presumes most of the citizens thought that the water was pure.

At the time the decision was made to get a supply of water from the Kam the population of the town was about 3500.

I am pained to note that two of my predecessors in office, Doctors W H Hamilton and W W Birdsell, protested against the water being taken from the Kam river at the point from which it was taken. They urged that the intake should be placed at least a mile further up. Two years later above he intake. The pipe was laid at the junction of Sprague Street and the river. The cost of the plant was about thirty-five thousand dollars.

The breaking of this intake pipe at the point above mentioned was probably one of the serriest things the citizens ever did. It was the direct cause in 1900 of eight hundred and thirty-two cases of typhoid fever with ninety-eight deaths. As the population was six thousand one hundred this gives a case rate of one hundred and thirty-eight per thousand and a death rate of fifteen per thousand.

I do not know how many cases of typhoid fever there had been previous to the year 1898 as there seem unable to get a definite report.

The first general hospital in the city was opened in the building on McDonald street still recently used by the C. P. R. as by Mr Cope in the year 1888. In 1900 the hospital was moved to the building on George street now used as a staff house. Miss Banks and Miss Dennes were the nurses in charge. In 1902 the first unit of the McKellar Hospital was opened. This was added to in 1906, and at the present time still another addition is being made which will give us one of the finest hospitals in Canada.

In the year 1905 the Babcock Milk Tester had a one year trial through. There is no report that any part of milk were taken regularly. In fact down to 1910 samples were sent to the Provincial Laboratory at Toronto.

In this year the Smallpox Hospital was removed from Euclid Avenue to the Blackwood Addition.

The births for the year numbered eighty-one.

The expenses of the Department for the year were one hundred and fifty dollars.

Mr W W McMicken was Sanitary Inspector. Later he resigned and Chief of Police W J Dodds was appointed.

I find as a matter of fact that Chief Dodds was the reliable man who at once filled the want of a Sanitary Inspector. In 1906, when J W Robertson resigned after serving a few months, Chief Dodds again became Sanitary Inspector. The salary at that time was one hundred and eighty dollars per year.

In August 1906, a Chief Plumbing and Sanitary Inspector was appointed in the person of Mr W T Rankin.

This year marks the first suggestion for an Incinerator.

An Isolation Hospital was proposed to be erected at a cost of two thousand dollars.

In the year 1906 occurred the epidemic of typhoid fever to which I have referred above.

A vessel going down the Kam river dragged her anchor bursting the intake allowing large quantities of unusually polluted water to enter the pipe. As stated eight hundred and twenty two cases of typhoid fever resulted with a twenty-eight deaths. The accommodation of the Isolation Hospital was taxed to the limit and emergency hospitals had to be opened. This lasted of these was on Marks street.

Dr Douglas Medical Officer of Health of Winnipeg was called upon, and he came to the city and gave valuable assistance.

This epidemic seems to have thoroughly awakened the citizens to the fact that prevention is better than cure, for from this day forward rapid strides were made in the Department of Health.

The greatest good that came from the typhoid epidemic was an agitation for a pure water supply. Lake Superior, a body lying about seven miles south and being at an elevation of three hundred and twenty-three feet above the level of the city was now for the first time suggested as a source of water supply.

At this time too there was an agitation to drain that section of the city known as the Coal Docks. This was due probably to the fact that about seventy-five per cent of the typhoid cases came from that part of the town. This was not done, however to any satisfactory conditions at that section as popular opinion suggested but, as Dr Hamilton stated to the fact that more use boiled water was consumed here than at other points.

As a result of the epidemic two Dr Mason who was appointed Medical Officer of Health in September 1906 strongly urged the Board to do all in their power to see that increased hospital accommodation was provided as soon as possible.

The Board of Health requested the Board of Works at this time to take over the sewerage, and asked them to have the two sewers above the intake pipe sealed off.

Later in the year Mr Rankin gave way to Mr Thos. Watson, who was appointed Sanitary Inspector at a salary of one thousand dollars per year.

In the year 1907 the Town of Fort William became a city with a population at 12,000. Dr R. J. Mason, who had been appointed in 1905, was the first Medical Officer of Health. The salary was three hundred dollars per year. This included care of the sick indigents.

Apparent to Dr Mason recognized at once the need for some Isolation Hospital accommodation for and that the condition of the present age of the Board of Health for 1907 are replete with recommendations in regard to this. It will be remembered that the Isolation Hospital had been existing really handled only small pox cases.

The year 1908 marks what might term the commencement of the recognition of the importance of the Department of Health. From now on progress was made hold. The city continued to increase in population.

Good progress was being made with the Loch Lomond water works scheme. In the meantime good water was being peddled in wagons

Typhoid fever was getting less, there having been but seventy-seven cases in 1907 and sixty-eight cases in 1908.

Mrs. Flanagan was appointed permanent nurse at the Isolation Hospital at a salary of $45.00 per month.

The Board of Health investigated the method of garbage collection with a view to having a uniform system.

The Provincial Government were asked to establish a branch laboratory in this city.

The total expense for the year was three thousand four hundred and forty dollars.

In 1909 the salary of the Medical Officer of Health was increased to one thousand dollars per year. This was an increase from five hundred dollars in 1905 and shows that the city council appreciated the value of the work being done and recognized that it was worthy of a proper remuneration.

I have mentioned before that the obtaining of a water supply from Loch Lomond was the direct outcome of the 1906-1908 typhoid epidemic.

The project [illegible] and carried on steadily until it was completed in 1910. The total cost of the work was four hundred and fifty thousand eight hundred and twelve dollars. In the course of construction a tunnel was driven through solid rock for over a mile.

Perhaps the chief event of interest in the year 1910 was the turning into the mains for the first time the water from Loch Lomond. The exact date was June 23rd, and James Conmee, M.P. officiated.

In March 1909 the Board of Health approached the Port Arthur Board in regard to the erection of a joint Isolation Hospital. The latter board, after looking into the matter, rejected the proposal in September of the same year.

The expenses of the Department for the year were three thousand eight hundred dollars.

Dr. [illegible] resigned to take effect January 1st, 1910. One of his last acts was to [illegible] urge the erection of a new Isolation Hospital.

The year 1910 opened with Dr. R. E. Wodehouse as Medical Officer of Health. Messrs. G. W. Brown, R. B. Pope, G. Matthews, R. [illegible], [illegible] Hartley and F. W. Young formed the Board of Health.

In February Dr. Wodehouse and the chairman of the board, Mr. G. W. Brown, were appointed a committee re building of the Isolation Hospital.

In April of this year Mr. Thos. Watson resigned as Sanitary Inspector. Mr. S. Macnamara, who the year before had been appointed assistant to Mr. Watson, now assumed all the duties of a Plumbing Inspector.

The position of Medical Officer of Health and Sanitary Inspector were combined and Dr. R. E. Wodehouse was appointed thereto at a salary of one hundred and fifty dollars per month. This was increased to two thousand four hundred dollars per year in 1911. Later in that year the positions were again separated and Mr. W. R. [illegible] was appointed Sanitary Inspector.

The committee to which had been given the task of getting the Isolation Hospital built worked assiduously so that early in 1910 the contract was let.

At first an endeavour was made to locate the building on the same lots as the [illegible] the present location at the corner of N. Vickers Street and Northern Avenue was chosen. The total cost of the building completely furnished, including the land, was about twenty thousand dollars.

This was one of the best investments the citizens ever made. We have now a first class institution in every respect.

The building was ready for occupancy in May 1911. Miss M. E. Dunton, who is still with us, was the first and only Superintendent.

I will not detail the construction of the hospital. It will accommodate twenty cases of single infection. Cases of Smallpox, Measles, Diphtheria and Scarlet Fever have all been cared for at one time without inconvenience.

Apparently after he had gotten the Isolation Hospital question settled, the Board again looked into the question of the necessity for an incinerator. This, as you will remember, had been recommended by the Board away back in 1905.

The nuisance ground bought in 1901 was totally inadequate for the purpose intended and was becoming a nuisance indeed.

The incinerator was completed last year (1919) and has this summer been constantly in use and is giving excellent satisfaction.

During the summer of 1910 Dr. [illegible] Wodehouse inaugurated a campaign against Infant Mortality. A visiting health nurse was added to the Department. She acted as second nurse at the Isolation Hospital and visited new born babies between times.

A Board of Health Laboratory was established at this time. The principal work was examination of sputum and swabs.

In the fall of 1911 a branch of the Anti-Tuberculosis Society was formed in our city. Mr. J. H. Perry was elected president and I was elected honorary secretary.

Dr. Wodehouse resigned in July 1911 to accept the newly created position of Provincial Medical Officer of Health. [illegible] was appointed his successor and assumed office August 1st, 1911.

Up to this time the Department had no quarters of its own. When the Police Department having moved from the city hall to the new court house, we were given their former quarters. This enabled us to concentrate our efforts. The Laboratory that Dr. Wodehouse had established part in his office and part in his private office was transferred to the city hall. The stenographer who had been appointed the year before who had been in the city clerk's office, was located in the new offices. The cost of the Department for the year was [illegible] seven thousand dollars.

During the year 1913 the staff was increased by a veterinary food and dairy inspector and an assistant foreign speaking sanitary inspector. These two appointees served during the summer months.

Another nurse was engaged as assistant at the Isolation Hospital and the work of visiting health nurse was combined with that of school nurse. Miss Ida M. Hobbs was the first nurse to fill the position. She was forced to retire on account of illness and was succeeded later by Miss K. Shearing who now is devoting her whole time to the school work.

This brings us to the present year. In April I was appointed whole-time Medical Officer of Health—the first the city has had. At this time, too, Mr. Digby the present capable assistant to the Sanitary Inspector was appointed as a permanent man on the staff. Mr. Stanley while retaining title of Sanitary Inspector gives his whole time to food and dairy work.

This year will be noteworthy on account of two things. One is the obtaining of an up-to-date milk by-law duly approved by the Minister of Agriculture under which we are able to assure to the citizens of our city as good and pure a quality of raw milk as can be gotten anywhere. The other is the installation by default of over one hundred sanitary plumbing installations.

The Board of Health year ends October 31st, tomorrow night. While I have not commenced work on my annual report, I feel that I can say that this year will show two things in which the citizens can take pride, viz., the lowest case rate of typhoid in over twenty years and the lowest rate of infant mortality since statistics have been kept. And the cost will probably be less than thirty-five cents per capita.

Sailing Across the Atlantic Sixty Years Ago

Address by Mr. W. C. Dobie before the Arts and Literary Club, Port Arthur, Tuesday, November 27th, 1934

I have made no notes on this subject. I merely trust myself to a good memory. A good memory is a very good thing to have.

As a matter of fact, it is 65 years since I crossed the ocean. Sixty-five years ago in August my father, Uncle William and Aunt Betty my mother and my mother uncle, Captain Dobie, made up their minds they would come to America.

It is a revelation to many to know that, in spite of the great strides made of late years in steam vessels there are still today 56,000 sailing vessels as against 47,000 steam vessels.

If you were living in the old country today and wanted to come to Canada, you would have nothing to do but go to the ship's office and ask when the next ship would sail. You would be given your ticket, told to go down to such-and-such a dock at such-and-such a time on such-and-such a date, and you would find your stateroom ready for you replete with every modern convenience. You would have nothing to do but get your baggage aboard [illegible] and away with meals served four and sometimes five times a day. Amusements and all kinds of games would be provided. The palatial steamship would be equipped with an organ, gymnasium, reading room and even roof gardens, which were not even thought of in the days I am going to speak of. We did not have any such things and even steamers were few and far between, for the first steamer carrying passengers on the Atlantic was Cunard steamer from Boston in 1844 and I am going to talk about what occurred only five years later—in 1849.

As a matter of fact, at the time there were just two passenger men crossing the ocean and they were paddle-wheelers. We can cross the ocean now in from five to eight days. Those boats used to cross in 12, 20 or 21 days, and such slow time was a good passage in those days.

My people made up their minds to go to America, and the first thing to be done was to find a vessel. The vessel lay in Liverpool docks and we lived in Birkenhead opposite Liverpool, across the river. Anyone in Birkenhead in those days [illegible] one dock there that—the Morpeth dock—could see ships lying there, and in the rigging or the shrouds would be a board stating that the ship was preparing to make a trip to carry so many passengers from such-and-such a port, and would sail on such-and-such a date, and that by applying at such-and-such a ticket office the fare would be accepted for coming across the ocean. At the time the fare was £3 for an adult and for children 12 years of age ½ price—$7.50. That is what it cost to take me across the ocean, as I was only a boy at ten years and though I am not supposed to remember very much of that young age, still, I may tell you that my memory is quite clear on the events of that ocean voyage. When I begin to talk to you about things [illegible] years ago people of my age are drawing on the imagination.

Our party consisted of 11, my father and mother, five of us, Uncle William, Aunt Betty and five children and my mother uncle, who was a bachelor. We used to be in the trade with the passenger ships. The next thing, after booking our passage, was to get supplies for the passengers who were going aboard. You may think £3 was very cheap fare, but they only provided us with water [illegible] and a bunk. There there was nothing left for a single man to do but go up town and buy a chunk of hard tack, and if married with a family to provide for he would get several bags of this hard tack. The longer these hardtack biscuits were kept the better they used to be, for in order to make them palatable we used to soak them during the night in fresh water

and then we would split them and fry them. I particularly when they were very palatable. All the cooking utensils which could be brought were those of the good sheet iron because crockery would not last long on a ship which might roll from side to side, therefore every thing had to be of iron and sides high so that it would fall about in a storm and not break. People had bedticks and they would buy a bundle of hay and also pillows placing the hay in the ticks for bedding. We had to bake and I got potatoes, remember that it was August and we had some cheese which did not keep very well. The reason why so many of the sailing ships carried passengers was that emigration was very large. In the year I speak of there were 22,000 left the port of Liverpool mainly for the U. S. The reason for that exodus emigrating was the high famine in other words, the potato crop in the east failed upon which the peasantry depended for a livelihood and some followed and none of them had anything left on which to support himself.

A ship would come in to Liverpool from a foreign port, discharge cargo at one of the docks and then prepare for passenger service. Two tiers of bunks were put in. If any of you have ever been out in a lumber camp in the woods you will know what these wooden bunks were like. Just a bare board and nothing more with a partition down each side of them marking them off and marking each bunk off from the rest.

Well the bill was paid, and we were sent on board. We went to our quarters in steerage and found the bunks allotted us by the passengers. A partition was put up as I have said before, and we could only go to the middle of the deck. There were 24 passengers aboard that ship, and it would probably be on the line as the American which runs from here to Duluth the bunk would be any longer and not as wide. The captain's cabin was at the stern the next part was called the second cabin and the next part was the steerage, which the passengers occupied who were carried across the ocean at a cheaper rate than the second cabin passengers. Forward of that was the forecastle where the sailors slept in their hammocks. There were 30 sailors before the mast. The boat was a good one and passenger ships had to carry decent crews.

The ship provided nothing but fresh water and a bunk. An emergency store of provisions was kept in what was called the bisarette. This store was put down in charge of the bosun and nothing was to be given out from that store except by order of the captain in case of the debasement of the ship, ships reach drifting wrecks etc.

On the day of sailing we crossed from Birkenhead on a ferry boat. We got aboard our ship lying at the Princes dock and we had a glorious time. It was a sunny. I will remember the bags of hard tack. I took one hard tack biscuit and ate one, and put two more under my pillow so that if I awakened in the night hungry I would have something to eat.

Well, we hauled out of the dock in good time, weighed anchor in the middle of the river waiting for the tide to come. The tug boat drawing 22 feet of water had to wait in those days for the tide. Things are different now. It is dredged out. The quay in Liverpool is 28 feet, the spring tides are from 25 to 28 feet. The morning of the sailing the anchor was taken up. Thirty men did the work, all by hand no steam winches or windlasses then and they worked to the tune of an old shanty raising the anchor by main strength not by machinery. One fellow picked out by the rest as a singer would stand up and would sing to the men who were doing the work. They would walk around singing to him and then the leader would improvise on the song. One of the words was "Heave away boys we are bound for the Rio Grande."

Then after a while, away we went for the mouth of the river into the Irish Sea. When we got near to the mouth of the river sails were detailed under the direction of the mate. The captain did not say a word to the sailors. He spoke to the mate and the mate gave the orders to the sailors. We came around the south of Ireland with a splendid wind we were running on the port tack along the coast. I was on the starboard watch. I don't know how I got there. Mr Collins the first mate

said "Say boy aren't you getting sick?" I did not know I was sick until then [illegible] Yes, sir. He said, You had better get down below. So down I went and went to bed. I fell asleep and probably would have been all right, but my two brothers came rushing down and said to me, Come up and see Holyhead. They hauled me up on deck and up the stairs we went, and then [illegible] glanced over the bulwarks. I then got downstairs and crawled into a lower bunk and did not go on deck again for ten days. Part of that [illegible] [illegible] to me.

On board there were as I have said, 247 passengers, 30 men before the mast, the cook and his assistant, the cabin boy, three mates and the boatswain. The names of the chief officers were: Captain [illegible] First Mate Collins Second Mate Woodthe Third Mate Gr[illegible] Boatswain Barnes.

All the way across we had lovely weather. We never reefed a top sail from the time we reached the Irish Sea until we anchored in New York harbor. One of our amusements was rolling from side to side, down to the bulwarks on one side and down to the bulwarks on the other side with the roll of the ship, and another amusement we had was climbing the shrouds. At the time we were getting near the Gulf Stream a flying fish came aboard. It was about 4 in the morning and after the first shock of astonishment there was a rush for that fish and I remember an old gentleman who had a son whose name was Jonathan, captured it. From flying fish it soon became "frying fish." We were on the lookout for whales but we did not see any extraordinary fish except this flying fish I have mentioned and schools of porpoises. We had read of schools of whales, sharks, dolphins and seals. All we saw though was schools of porpoises or sea hogs, and of course gulls and Mother Carey's chickens.

The fresh water was in casks down in the lower hold. Water was served out once a day and the cask was brought up out of the hold and water served out so much to one person for whatever purposes he wanted it. After we were about 14 days out at sea the water became putrid. Then the odor from the cask, if the wind happened to be blowing across, was awful. Then the water became good again. After a little while it gets over that putrid taste and smell and becomes perfectly sweet. Then, if it is kept longer it putrifies again, and again gets better and then you can take the cask of water round the world for years and it stays sweet. We had no condensing machines on board that ship.

We had three deaths on board the ship—a man, a young unmarried woman and a child. Most of you have read accounts of a burial at sea. The person dies, the officer notifies the bosun, and the body of the deceased is measured. It is sewn up in a canvas, with a weight at the feet. When the time comes for the funeral to be held the captain makes his appearance with the Prayer-Book in his hand. A plank is set with the long end reaching over the side of the ship, and the body is laid upon it. The ship is stopped and at the words, "We therefore commit this body to the deep," the body slides down into the ocean. There was no doctor on the ship nor a surgeon, but there was a medicine chest aboard in care of the captain in case of emergency.

The most we ever made was 180 miles an hour with a very fair wind and a fresh breeze. I remember looking over the bulwarks at the phosphorescence on the water. Phosphorescence is caused by millions of small fish which are phosphorescent, and something like fireflies that we have here at night. The whole thing seems to be a mass of glittering fire. The ocean is never at rest. There is always what we call the ocean roll, however calm it may be.

We got near the banks of Newfoundland and there we were becalmed two days. There is nothing more unpleasant to a sailor than this. He hates a dead calm worse than a hurricane. We were coming along and one morning we [illegible] and the lookout man gave the alarm "Sail ho! Dead ahead." It was about six in the morning. We could just see the top-sails of that vessel over the horizon. Then a buzz began, and questions began to be asked, Is [illegible]? "Is she coming in our direction?" "Shall we go near enough to speak her?" It was four o'clock in the afternoon before we passed her. The usual form of salutation is as follows: "Ship

ship? What ship are you? Where are you from? Where are you bound for? How many days are you on? What is your latitude and longitude?" One reason for the last question is so that in that way they could check each other's reckoning and see if either was wrong in his figures.

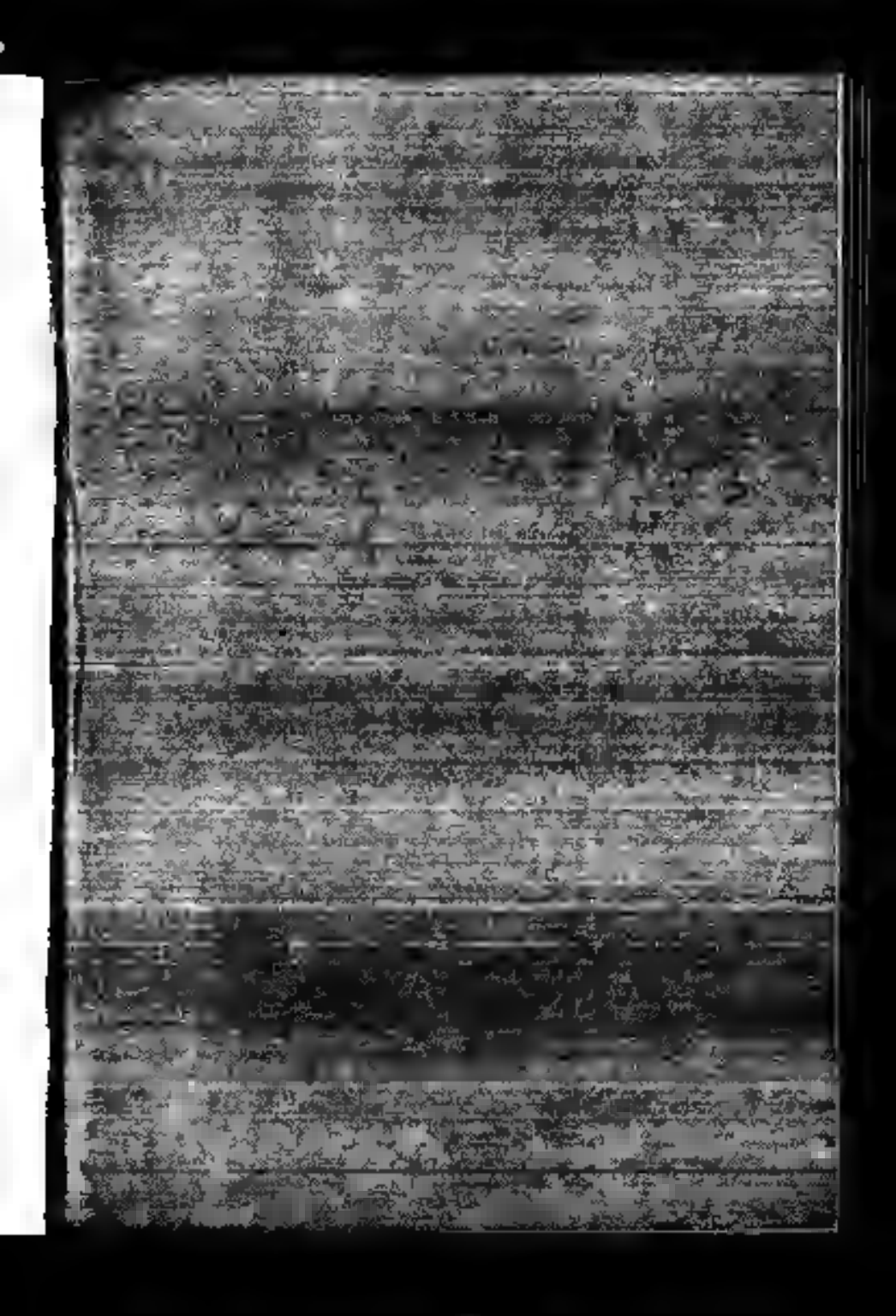
We saw only three vessels on our trip across the ocean, an steamers. One morning I was up and saw a little boat near our ship. It was a little schooner. I asked one of the sailors what it was, and he said it was the pilot boat. We were then about 150 miles from New York. As soon as the pilot came aboard he took charge. Whenever the pilot comes aboard a ship he is the master of the ship until the vessel goes into port. He is supposed to know where the shoals and reefs are and the currents. As his word came from the pilot, "We will be in New York tonight." The people went down into the hold there was great excitement like the children of Israel getting out of Egypt people came up with their tucks and their dishes and threw them into the sea. For a mile at the stern in the wake of the ship there was nothing but a streak of straw and dishes. The wheels of the ship was beating that night. We were awakened next morning by the rattle of the chain cable, and we cast anchor off Staten Island, where the quarantine station was. Word was passed round that the doctor and his assistant would be on board at 8 a. m. We had to wash our hands and faces and look pretty. One man on board named Mr Johnson was very anxious as he had some liquor on the way out. The doctor came along in due time, and we stuck our tongues out, so in an important way he knows he asked us so. We then were at liberty to go forward, and saw a tug coming down to anchor. She fastened on to us and towed us to the docking slips. We saw a sloop of war that had just come in from California and we were at sea 30 days after saving Liverpool. Mr Neil MacLean of Port Arthur knows to most of you, came across the same year I did and he was 14 weeks on the trip. It was an exceptionally fine and fortunate voyage for us.

I saw and tasted water-melons for the first time in New York. My father and uncle went up town to New York and carried back a big water-melon. I ate a little too near the end and was not very well after it. In the evening we went aboard a little vessel then we went up the Hudson and up to Albany. I remember seeing the Palisades there quite well. I saw my first mosquito there, that night as in bed. While the navigation on the Albany river was very smooth I got sick. The water-melon referred to was the cause. I could not look another water-melon in the face for many years. Railways were not exceedingly plentiful in those days. Those were like steamers. A great deal of travel was done then on the Erie canal by canal boat. On the canal boat by which we traveled there were 76 passengers. The names were not very large and the accommodation was so very good. It took us eight days from Albany to Buffalo by mule power. There people used to be taken on the canal boat a Rochester with cholera.

We go a small steamer at Buffalo for Port Stanley on the other side of Lake Erie. We were a Canada—the land of promise. The question was, who would go down and tell our friends of the steamer's arrival? My uncle went, and the second day after he left he returned with a party of our friends and relations, and on the third day after we left Liverpool we were with our relations and friends in Canada.

P S.—With his kindly Mr W C Dobie acted later on at Sullivan Owner.

Mr W C. Dobie came to Canada September 1841 moved to Owen Sound in October 1854, and to Bruce Mines in September 1860. He came to Port Arthur in June, 1872, and was appointed Police Magistrate on October 1st, 1880, a position he still occupies. He has been a resident of Thunder Bay for over 52 years.



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The Thunder Bay Historical Society

Fifth Annual Report

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PAPERS OF 1914

The Thunder Bay Historical Society

Fifth Annual Report

PAPERS OF 1914

The Thunder Bay Historical Society

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Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq

Fort William Nov 27th 1914

To the Officers and Members of the Thunder Bay Historical Society

I wish to make a few remarks regarding our present standing

Although we are not making great progress in increasing our membership we are doing well in other respects We have gathered in the annuals, over thirty valuable papers on original pioneer matters such as relate to voyageurs home narratives railway and shipping transportation mining and mail matters Indian military libraries sanitation and municipal affairs and general local controversies

We are now engaged in a very important work—the erection of a granite monument on which will be engraved a chronological history of the Canadian fur traders from the early days relating more particularly to the Thunder Bay District (see the Souvenir) The Tablet is being placed on the plot of land which occupied the enclosure of the old North West and Hudson's Bay Companies Post It will stand at the intersection of McIntyre and McTavish Streets as near the Kaministiquia River as practicable The concrete foundation with the granite base is now in place The polished Tablet is being engraved by Mr Gladstone in Fort William Were it not for the commencement of this appalling European War we would have had the monument completed and in place before now The work will cost about fifteen hundred dollars, and it is being erected through voluntary subscriptions We have received about three hundred dollars now although we have not opened the real canvas, on account of the unusual strain on the people to meet so many patriotic demands. The contract was let and the work begun before the war started now we do not expect to have it completed before next May

Our publications have been sought after and this year our Society has been invited to join the Louisiana Historical Society of New Orleans in celebrating the centenary of the "100 years of peace" We have also been honored with letters from several societies asking for copies of our publication as from the

Washington Congress,

State Society of Wisconsin (at Madison)

Western Reserve Historical Society of Cleveland, and

Yale University Library of New Haven Connecticut

Miss Mary Black has mailed to them copies of the Annuals, also the Souvenir We have received some of their publications and expect more

Mr Neil McDougall was Superintendent of the first telegraph lines built in this Western country and has kindly sent us copies of the first telegraphic messages which passed over these lines with dates and other information He has also offered to present the Society with the originals.

Mr W A Matheson barrister has presented us with the original Government papers relating to the formation of the Fort William Board of Trade

I am pleased to present to the Society a framed photograph of the Hon A McKellar Commissioner of Public Works who let and inspected the first contract work in dredging the Fort William Harbor in 1873

We have a comfortable room in the Public Library to hold our meetings, and are also supplied with a safe place wherein to store our books photographs curios, etc. through the kindness of Miss M J L Black City Librarian

In closing I wish to express my sincere thanks to the officers and members of the Society but more particularly to Miss Black, Secretary-treasurer and to those who have contributed papers

PETER McKELLAR.
President

MISS M. J. BLACK

Secretary's Report, 1914

MISS M. J. L. BLACK

Port William Nov 27th 1914

To the President and Members of the Thunder Bay Historical Society

I beg to present the following report as secretary of our Society

During the year there were held six regular meetings including the one of this evening, and two special meetings of the executive. The gatherings were all of a most entertaining and instructive nature

Eight letters were received during the year from officials of various historical societies, usually requesting copies of our annuals. These were all attended to copies of our reports being sent to the following: Department of Education Toronto John H Coyne, J W Congdon Library of Congress State Historical Society of Wisconsin, University of Toronto Ontario Historical Society W Smith Ottawa L. V Rorke Toronto Brant Historical Society Waterloo Historical Society C. N Bell, Winnipeg C. C. James, Toronto Clarance Warner Napanee Public Library Toronto Yale University Library and the Louisiana Historical Society

We have twenty-four paid up members and three honorary members at the present date with twenty or more who are in arrears.

All of which is respectfully submitted

M. J. L. BLACK.

TREASURER'S REPORT

RECEIPTS

1913		
Nov 23—Balance in bank		$115 75
Nov 28—Membership fees (Mrs Graham Mr Horne Mr and Mrs King Mr Vickers D. McKellar Miss Stafford Mr and Mrs. Perry Mrs. Shark Mr and Mrs. Russell)		10.50
1914		
Jan 31—Membership fees (Mr and Mrs. McKellar Mrs Lee Mrs Wocker Mrs Wink Mr and Mrs H King Miss Black)		7 50
Feb. 28—Membership fees (D Smith)		1 00
May 1—Membership fees (Miss Doble)		1 00
June 18—Membership fees (G. R. Duncan)		1.00
Sept. 25—Membership fees (Dr Oliver)		1.00
Sept. 25—Donation for tablet (J King)		25 00
Sept. 28—Donation for tablet (McKellar Bros.)		100.00
Sept. 28—Donation for tablet (H B Co.)		100 00
Sept. 28—Donation for tablet (Mr and Mrs G A. Graham)		50 00
Nov 21—Government grant		100 00
Nov 28—Donation for tablet		
(W R Herford)		5 00
(W Stevenson)		5.00
(D Smith)		5 00
(J Manion)		5.00
		$532 25

EXPENDITURES

1914	
Jan 23—50 copies of Times-Journal	$ 3.50
Printing and cut of tablet	14 05
Feb 28—Typewriting (Miss McDonald)	3.00
April 12—Printing annuals	187 00
Sept. 26—Printing souvenirs	21.50
Oct 26—D Gladstone (tablet)	150 00
	$108 05
Balance in bank	224 20
	$532 25

Audited and found correct.

M. ROSS GRAHAM
K. PERRY
Auditors

MISS BELLE DORIE

Pioneer Women of Port Arthur and District

BY BELLE DORIS

When the writer undertook to gather information concerning the earliest pioneer women of Port Arthur the interest in the visits alone was a revelation It was a study in the value of leading a busy life if nothing else Some of the older pioneer women were sewing mats, knitting or polishing quilts, and doing various other work. Port Arthur can safely say too, that her pioneer women possess the most vivid memories. We should not call them "old" pioneers, for indeed all are engaged more or less today in the activities of the modern times. In some cases it was interesting to look upon a few to prove that history does repeat itself when I saw the quilts being patched in the same old basket patterns and crazy work designs that are today much sought after Those old designs were used they told me forty-fifty years ago and today are known as the Arts and Crafts designs In one case I met a dear friend I had not seen since I was almost a child Her interest in me and mine in her became intense. It made me feel that we do not quite appreciate our pioneers in the right spirit when so much interest is overlooked almost at our door The accompanying contributions by earlier residents show many phases of the socie ities and its unconventionality especially when the donky maidens stole kisses from the bachelors and others on New Year's Day

Mrs. William Nettles

One sweet old lady feeble only in physique could tell everything mentally but from weakness of speech had great difficulty in making herself understood In order not to tax her strength too much she was not questioned very often consequently her reminiscences will be short and to the point. The one in mind is Mrs. William Nettles who in her old age is receiving the very greatest attention being cared for by a Irishmad nurse. She arrived in Port Arthur then "Prince Arthur's Landing" in the early seventies by the steamer Chicora At that time the passengers were landed by means of small boats She spent her first Christmas in a small house situated on the ground now occupied by St Joseph's Convent. She remembers quite clearly a man by the name of Martin Teskey who walked all the way to Fort William to attend mass when Father Baxter was in charge Mr Teskey was a neighbor at that time employed on the erection of the Catholic church which was partially destroyed by fire Her husband Mr William Nettles who died about fifteen years ago was a member of the Catholic church Her only daughter Kate, died over twenty five years ago which was a great grief to her as was her son Alex Nettles death which took place seven years ago. The nurse in charge Mrs Burns describes Mrs Nettles as the loveliest sweetest and most patient of old ladies with never a murmur In age she is well over ninety and informed the writer that she was quite prepared and happy over the thought of being called to the other world at any time I have a clear conscience, she said

Old Time Parties

Old timer tells of many funny happenings but suppresses several of the funniest as they might seem too funny for the present day conventional social life She spent the winter of 1879 at Prince Arthur's Landing and since then has never spent one out of it. She probably and without a doubt has seen more changes entered into more pioneer happenings than most of people. She says "Rev J K McMorine of St. John's

church later of Kingston preached the Christmas sermon December 25 1879 Miss Jessie Laird (first wife of the late G T Marks) was organist in the choir in the evening a family party with a few other friends decomposed a jolly dinner party at the home of Mr and Mrs Thomas Marks The home since was burned down being situated on the vacant lot adjoining the Port Arthur club on St. Paul street. In the party were Maria Wiley (Mrs W H Plummer) Miss Kate Marks, Mr George Marks Mr Harry Wiley Mrs Andrew Wiley Mr Lynn Wiley Mr Fred Jones Mr Phil Coulter Col Ray The evening was spent in music anecdotes and the usual Christmas merriment The principal amusements in these days were skating, snowshoeing teas and driving parties, generally started by Mr Phil Coulter who did the "verbal invitation" part, and the ladies the rest The latter supplied spoons forks, table cloths and other articles necessary They often drove to Fort William to the McIntyre home, or the first McKellar home where a dance was indulged in It was no trouble getting up impromptu parties in the days mentioned especially on New Years. I received the first New Year's Day and had as many as fifty callers among them being John McKellar W F Davidson Peter McKellar W J Clarke, W C Dobie Robert Maitland D F Burk W H Laird (New York) Robert Laird, W M Partridge C. E. Jim Woodside Wiley brothers R M. Pratt J P Donelly George Kennedy Col Ray and many others Many will remember Mrs Donelly and her hospitable family who kept open house another neighbor being Mrs Mary Munroe, a Scotch lady sister of Mr Maitland who kept a boarding house, in a log building that in these days would be coveted by many for its quaintness and comfort. She made a home for the "homeless grown up waifs" as they called themselves One of her special preparations at Christmas was a large round of pickled beef. She always had this in readiness for lunch for the boys In these days dressmakers were scarce and all the women and girls made their ball dresses and other apparel The life in the days mentioned was truly unconventional and enjoyable."

Mrs. Thomas Woodside

We came to Prince Arthur's Landing in the month of July 1883 the year we built the foundry and iron works This was then a busy noisy village no vacant houses to be had. In nearly every home boarders or lodgers were kept We were very fortunate to find our room ready for us in the old home with Mother and Father Woodside, where we stopped until November and then an old friend Mr C Farrar moved down the line to the C P R. construction camps and we rented their home on Ambrose street. We were glad to be there as it was so near to our shop. Times were quite brisk in those days too everyone apparently eager to catch every dollar Sometimes one felt there was hardly time to live I was often very lonely and only for my good old neighbor Mrs Meyers, who lived next door I would have been much worse for my husband worked till late every night. The first winter was a real severe one. There were only a few days when the thermometer registered as high as zero The mails that year from the east came by way of Winnipeg. Before that it came as was the ice by dog team from Duluth It was an extra welcome sight to see a letter as they were as often delayed in those days There was no such thing as three mails a day About our first Christmas here, all the Woodsides then living here had a family gathering There were Father and Mother Woodside Mr and Mrs James John Annie Mary Bessie and my husband Tom and myself and our baby girl seven months old who was the most important one apparently in the gathering For dinner we had roast goose and chicken The latter was the pick of the well cared for flock which was mother's delight. The vegetables we always knew were the best in the village as father's garden was the admiration of all the passers-by and his special pride. Weeds were not allowed to live there. We spent the day through looking at pictures and magazines and listening to interesting tales of adventure and experience, told as only father could relate of the early days, when all the villagers knew one another After all, that which made great men and women in the past was the unconsci

ous education of tales and stories told around the family circle When books were discussed and changes and events talked over far weightier questions were debated around the family fireside and threshed out thoroughly Christmas gifts were freely exchanged but a simple card or small gift was much prized then which now would not be thought worth carrying home How time changes us all flies by and some seem more happy than we were just thirty years ago.

Ada Whitlow (Mrs. Thos.) Woodside
December 5 1913.

Mrs Hugh Jones

Another pioneer not often met by the earlier or even the more recent arrivals in the country owing to delicate health is Mrs. Hugh Jones who settled in the Thunder Bay District in 1879 Mrs Jones maiden name was Agnes Jameson hailing from Edinburgh Scotland later to meet her fate at Bruce Mines

In company with her husband who is still hale and hearty she left Bruce Mines by the steamer Manitoba (long ago a wreck) for the Landing She had no thrilling experience in the way of storms, but in those days men women, children cows horses sheep pigs or any other animal of fancy took passage on the same boat there being no other alternative Later on after Christmas which was spent quietly Mr Jones went out with the Wolseley expedition in company with James McDougall to build barges which afterwards plied backwards and forwards on Lake Mille Lac

Mrs Jones is the mother of eleven children also mother-in-law of Mr Gurney city treasurer and lived in a house for years on the hill near Wilson street, and later in the house now used as a billiard room and peanut stand at the corner of Cumberland and Pearl streets Mrs Jones as all other pioneers told of the visits of the Indians on New Year's day sometimes terrorizing the women and children She resides today on Argyle street.

Mrs Annie J Barrie

(Written by Mrs. Barrie)

In the year 1869 the last boat left Prince Arthur's Landing, November 12, leaving a small band of less than four hundred persons in the little village without communication with the outside world except by dog train via Duluth The mail was carried by Indians along the north shore of Lake Superior and was due Sunday morning Needless to say if the mail was carried by Joe was late the churches were poorly attended in the morning Christmas came on Sunday that year The churches (at that time three in number) and the Presbyterian lecture room ladies had been busy making ready for their annual sale of work, and gay and happy times we had at our sewing meetings held at the homes of members, with refreshments served after The Methodists held their bazaar on Christmas eve and was followed by supper and a concert The entertainment was held in the town hall which was destroyed by fire a few years ago The ladies served a good meal and the concert was taken part in by nearly all the local musicians, later going up the hill to St Andrew's church, where Mozart's Twelfth Mass was being sung by a quartette choir Mrs. Ryan wife of C P R contractor's wife with a beautiful voice taking the leading part, Miss Jess Donnelly now Mrs Fred Jones Mr S W Ray from the English church and Mr F S Griffin from the Methodist church The music was good indeed would equal anything we hear in the churches today The night was cold but home with friends, hot coffee and Christmas cake and a merry time made us forget a little thing like a cold night It did really seem colder in those far away days Christmas morning the Methodist choir gave a service of song the music taking its tone from the Christmas season Three members of the choir are still living in the city of Port Arthur namely Mr W S. Beaver Mrs Thomas Penfold and Mrs A. J Barrie, organist, the two latter being at that time the Misses Harvey Dinner was taken with Mr and the Misses Penfold and greatly enjoyed as was the pleasant evening that followed New Year's Day was celebrated on Saturday December 31 All the ladies were at home waiting to receive and had their baskets at the door for "cards. It was rather an ordeal to have great sleigh loads drive up rush in for a mouthful of cake a drink of coffee and say good bye In a moment they were gone as many

calls had to be made. They always visited the "River" as Fort William was known in those days. Our twin city Fort William was then a Hudson's Bay post, with the block houses and stockade still in use and only a few families living there. The gentlemen calling on foot were inclined to take their duties more leisurely. The boys from my brother's office J. W. Harvey's Thunder Bay Sentinel called themselves the "hungry club" and made good their name. That evening the gentlemen gave an impromptu dance in the town hall the ladies receiving during the day being the guests. The ladies also provided the music for dancing. The Monday following the gentlemen received Mr. A. W. Thompson, Judge Laird and the Wiley brothers in the "Wigwam" as the place was called which stood on Water street south. It was most amusing to the ladies to hear their words at Saturday reception. They were chiefly "weather coffee cake the dance, oh why such haste. Looking backward I can safely say "that was the most winter spent on the

Bleak north shore with its legends old
And store of wealth as yet untold
Standing there like a sentinel brave
Marking time with the restless wave

Mrs. M. E. Bailey

Mrs. M. E. Bailey formerly Miss Lizzie Vivian relates a most interesting experience in her first attempt to reach Thunder Bay by steamer. Being a resident at Bruce Mines for several years, she in company with her husband went to Marquette Mich. for a short time returning again to the Bruce Mines before taking passage for Prince Arthur's Landing November 12 1872, by the old steamer Chicora, which in two hours after leaving the dock, ran on a boulder in Bear Lake. They were tired and fed on the rack for two days. The steamer Algoma (No. 1 and long ago a wreck) landed them safely at the "Soo." The Acadia was the third effort by steamer made to reach "the Landing" as Port Arthur was called in those days. Among the passengers was the staff of Canadian Pacific railway surveyors. Others were Mr. McKenzie Mr. Gingras and a Frenchman who went by the name of "Maggie Doodle" was continuously singing the song. The voyage lasted from November 12 to 27. The boat was covered with ice when they reached the Landing. They were met by Mr. J. P. Vigars and Mr. W. C. Dobie who went out in the steamer in a row boat to welcome them. In the days steamboat larger boats could not land as there was no dock. The package freight was loaded on a scow from the Chicora which was anchored a short distance out. Mrs. Bailey's first Christmas was spent in company with her husband, Mr. James Bailey (one of Port Arthur's first street railway conductors of 1172) her daughter Kate now in Winnipeg and her son Jim Bailey at the home of Mr. and Mrs. J. P. Vigars and their son Harry Vigars. Like many other pioneers Mrs. Bailey who now is as active as ever and ready for social affairs spent her first winter principally in the interests of her pioneer home her diversion from work being tea meetings and concerts.

Mrs. Donald McKinnon

Quite often when old timers are told of a happening incidental to Mrs. McKinnon of Regent street, Port Arthur they will exclaim "I thought she was dead long ago." Well, she is far from it. She is very much alive and seventy years young makes others feel that it is good to be alive as well as herself. She can entertain a caller in the most interesting way about doings in general and is one of the good genuine old time Highland Scotchwomen, with a little of the mother tongue still ringing in her voice the Gaelic. There are none in Fort Arthur among the pioneer women than the name Mrs. McKinnon, Mrs. Nattles and Mrs. John Ferguson (Lizzie Ferguson) that the writer finds an hour more "fleeting" with than these three within a stone's throw of one another. Mrs. McKinnon told of her first Thunder Bay experiences very interestingly. She was Katharine McDonald coming originally from Argyleshire, Scotland and to Canada later on to settle near Hamilton. She as a great many other old timers, took passage up the great lakes by the steamer Chicora on which trip were several men, includ-

ing her husband who had been working on the narrow guage railway between Toronto and Owen Sound who were on the way up to work for Mr S. J Dawson She was here before the Dawson road now called Red River road was surveyed She lived five years in the government yard where the hotel "Prince Arthur" now stands, one of the Canadian Northern a chain of hotels from coast to coast. She spent her first Christmas in the home mentioned Many of the men around at that time were Glengarry men all Murdocks McDonalds, McKenzies and others with Scotch-like names She had several Christmas callers. Among them she remembers James Dickson Mrs Lobb, who later was Mrs James Dickson Mr William Webster Mr Joseph Ross Mr "Sammy" Wilcox and several of the "Macs" from Glengarry On New Year's day thirty-two called She remembers the amusing and perhaps tantalizing habit the squaws of the early days had of kissing every man they saw on New Year's day in fact made desperate efforts The Indians in those days expected to come in for some of the good things and invariably tea coffee cake candy and tobacco were put up in parcels and presented to them It was the custom for years and quite often they startled the white women Mr Halstead was the Methodist minister then in charge My eldest children were baptized by Mr Black of Kildonan, though "You know I was such a Presbyterian," said Mrs McKinnon Her husband Donald Campbell McKinnon died seventeen years ago She had a family of eleven six boys and five girls now somewhat scattered Belle (Mrs. Baldwin) as far away as Spokane and Annie in Manitoba She lately raised a quilt for St Paul's new church and is over ninety

Mrs John Ferguson

Mrs John Ferguson Regent street, formerly Lizzie McGrath can boast of being amongst the first pioneers having come to Port Arthur in 1871 when it was called "The station" She claims Whitby as her girlhood home leaving there when quite young, to travel up the great lakes afterward making her home with an old and well known pioneer Mr James Flaherty She took passage by the Chicora A tug met her with several friends who were aboard The first hotel was run to accommodate the miners who were employed at the Shuniah and other mines supposed to be very promising She spent three days with Mr and Mrs Flaherty who erected the first hotel Sometimes hundreds of men were boarding at the place At the time given the S A and Silver Islet mines and the Ontario mine near Current River park were sinking shafts They found silver but not in paying quantities, an all were soon shut down Mrs Ferguson's first house was on Arthur street later being burned down The place was opposite W F Cooke's store where the New Ontario now stands Her first Christmas was a pleasant one. The possibility of the C P R. was much talked about during the day as the surveyors were at the hotel and much work was going on Among the guests at the Christmas dinner were Mr and Mrs Flaherty Mr and Mrs. Simmons, Mrs. W C Dobie Mr and Mrs Lobb Mrs Hurd (Miss Lizzie Lobb) Mr W H Furlonge civil engineer Mr Alfred Tennyson a nephew of the poet, Tennyson Mr Sevenaw James Weed fine. The dinner was exceedingly good with an ample supply of partridge, then an plentiful plum pudding and all other good things that constituted a first class Christmas festival Games were played Music was furnished by Mr Gingras, C P R. commissariat. Others camped at the "Kam" were Mr William Murdoch Mr Michaud and Mr Fotheri Mr and Mrs. Ferguson who are still active in work, bright and cheerful may be called pioneers but do not look it

Mrs. Gilby

Mrs Gilby Van Norman street, being at one time a resident on the waterfront, on South Water street, cannot escape being numbered amongst the pioneer mothers Her home was a rendezvous for fun and merriment among the young people If any of the girls wanted a new idea in due embroidery or any other useful needlework it was to (Mrs Daniels) Mrs Gilby they would resort. To make it more interesting still she always served tea and cake

Mrs J L. Meikle

Like many others who can claim to be pioneers, having lived near South Water street, or the vicinity of the city's water front at one time Mrs Meikle can tell a few if not many interesting tales incidental to earlier days To prove the newness, and vagueness of idea of the easterner of transportation in those days the Meikle family left the east by the Canopus, with the idea of traveling from Prince Arthur's Landing to Winnipeg by rail However traveling by lake being more possible than by rail owing to the unfinished work of the road they decided to settle in Port Arthur as it was looking pretty good to all Times were good then—money was flush and the place of business which they started was well patronized by the hundreds of men, who sought literature musical instruments and supplies in general The receipts of one day then being quite large as the place was booming though not large seemingly but large in population They spent their first Christmas and first year in prosperity in a house on South Water street, not far from the mining exchange the buildings then being amongst the most important on that street. Mrs. Meikle's home then as it is today was one which was a delight to enter through her hospitable and unconventional way of entertaining friends

The Humphrey Family

Mrs. Sutherland (Mautie Humphrey as she was nicknamed) was a very popular pioneer daughter of a very popular pioneer mother (Mrs Jane Humphrey wife of Mr Saml Humphrey now living in the Okanagan Valley B. C.) The family circle was a particularly interesting one The home was a great haunt of the women editor's when a school child who remembers clearly the various teas she ate and especially the fried potatoes Mrs Humphrey used to chop as fine and turn over and over with a fork, until they were evenly browned through and through Mr Sutherland is the only one residing in Port Arthur one sister Mrs Kane, being a resident of Fawcett street Winnipeg and Mrs. Donnelly (Nelly) living in the west She visited Port Arthur two years ago.

Mrs Katherine Rapsey

Coming to Silver Islet by the steamer Chicora, from New York as early as 1872, Mrs Katherine Rapsey wife of the late William Rapsey can tell very interesting tales of pioneer life, particularly that of the Shuniah mines After living at Silver Islet two months they decided to move to West Shuniah On the way to West Shuniah they put up at the Mining Exchange then kept by Mr and Mrs. Ward and still in existence today At the western mine was an hotel run by Mr Ned Kilto, and at the east Shuniah one kept by Mr Everington better known as captain of the mine The second Christmas was spent with Mr and Mrs. John Andrew who had come shortly before from England, Mr and Mrs Bailey were also residents at the mine then Mrs. Rapsey said "Our principal amusements at the mines that winter were surprise parties, in fact the people from the Landing (now Port Arthur) used to drive out, among them being Mr and Mrs Amos Bowerman Mr and Mrs Rightaway' McDonald a contractor on the C P R. Mr and Mrs. James Woodside and many others I have forgotten were with them Others I remember as being residents were Captain Nichols and family the Caseys and Mr and Mrs V Nichols The houses at that time a few of them left yet, were made of logs. We left the Shuniah for New Brunswick residing there six years the only time except the trip I took to England that I have spent out of Port Arthur since I came to it forty years ago. Mrs Rapsey has in her possession today two writing desklike boxes which were presented to herself and to her husband by a neighbor who lived in one of the big houses mentioned They were gifts for Christmas, are very quaint with inlaid work, and very complete in their places for pen and ink and other little corners for stowling treasures into The neighbor was Mr Pearce who was so clever at this craftsmanship. Mrs Rapsay is among Port Arthur's many active and bright pioneer mothers having three daughters whose companionship is much enjoyed by their mother and with one of whom she makes her home.

Mrs Chisholm

Dear Miss Dobie —Mother asked me to write you as she had promised to let you know about grandma's first winter spent in Port Arthur The first house grandma lived in was one on Water street, owned by Mr Vial and that was where she ate her first Christmas dinner The first meal she had in Port Arthur was at the home of Mr and Mrs. Hancock Grandma has been very ill since you were in Nipigon

PEARL CHISHOLM

Nipigon Ont Dec 1913

"Grandma" as mentioned by Pearl Chisholm a resident of Nipigon, in making her home with her daughter Mrs. Chisholm but residing so many years in Port Arthur still claims Port Arthur as her home In the earlier days she was surrounded by a family of eight or nine. They were a most united one, nearly all having nicknames. There were Jule Mar Sal, Bid, Fet and Hen, Jack being the only one that possessed a name not suited to an abbreviation such as Hen for Henry and Sal for Sally Mrs Harris husband who died several years ago, was a builder and clever with his tools in many other ways. Grandma Harris has from the earliest days been famous for her "saffron loaf" and at Christmas time sharing her baking with friends Today she is cared for by two most devoted daughters who seldom leave their mother the latter being the most of the time indisposed — E. D.

Other Active Pioneers

Other interesting women of pioneer days engaged in the activities of the day are "Mary Markwell" a noted journalist now in London England Mother Vincent of St Joseph's Convent Mother Monica of St. Joseph's Hospital Mother Depassio, founder Jane Wall (Mrs. Wollard, now of Nipigon a sister of Mrs Walpole Roland) Mrs McGillis Mrs. Foote, Mrs Fitzgerald now of Winnipeg, Mrs Peter Trunkley Mrs. Bowerman Mrs Delbridge Mrs Stockman Mrs. R Nichols Mrs. Gillis Mrs Mamer Mrs Nell MacLean Mrs. Smellie Mrs Kittie Mrs Reach Mrs A. Fox, Mrs Allan McDougall and many others of the more recent pioneers

Mrs Davidson

It is difficult for me to remember anything of interest about my first Christmas here so many things have happened since that I have concluded it must have been a quiet and uneventful day with me I arrived here early in May 1872, with my first husband William Endes We came from Hamilton Ontario, where we had spent our first winter in Canada, having arrived there the year before direct from Liverpool My first voyage across the water was an eventful one We were passengers on the Fitzbury on her maiden trip across the Atlantic. At the mouth of the river St Lawrence the boat struck a rock while running in a heavy fog The passengers were all taken off the steamer to Apple Island, where we remained three days before a tug was sent to bring us further on our journey I will always remember the excitement of that time when the women and children first were put off in the life boats, and when I, with my little daughter (now Mrs G H Slipper) in my arms was put into the boat with the other women and children, leaving my husband standing on the deck of the doomed steamer

When I first saw Prince Arthur's Landing I felt that I had been cast into a wilderness, and the day the last boat left and we realized that we were to be cut off from all communication with the outside world—I thought it the most sorrowful hour of my life and I remember spending that day mostly in tears My first home was on Pearl street, but there was no street and during that first winter we had to depend upon the good services of a neighbor who used to break a path through the deep snow for us to get down to Cumberland street. My husband Mr Endes opened a bakery and confectionery store on the corner of Park and Cumberland streets and as there were no streets named then he was the first to name a street, which he did by painting on a piece of board the name 'Park Street' and nailing it up in front of the store.

When I think of my first Christmas I picture a little group of shacks for there were no houses and a dreary outlook a winter of very heavy snow and bitterly cold—that is my remem-

brance of my first Christmas in Port Arthur in the year 1872

SARAH DAVIDSON

Mrs Penfold

October 1879 was the first month I experienced in Port Arthur as a pioneer the place in them days going by the name of "Prince Arthur's Landing" At the time mentioned I was Nettie Harvey claiming Strathroy as my former home I ate my first Christmas dinner at the home of Mr and Mrs Richard Nichols Other guests were my brother Mr J W Harvey now of Montreal Que, and my husband Mr Thomas Penfold The home of the host and hostess was situated near the shore on Smith Water street and after used as a coal office. My first home in which my brother shared was situated on the present vacant lot near the house now occupied by Mr Richard Vigars A few months after we moved into a house on Pearl street, opposite St John's church My first winter was spent chiefly in working for bazaars concerts and other schemes for raising money for the church I received the first New Year's Day and had many callers calling at that time being the custom of the gentlemen Church going and choir practice was the usual diversion from the day's routine of work. Mrs Beaver is the only woman in the city today that I can remember as having been a member of the choir I mention. My first Christmas afternoon was spent in out-of-door skating at the south end of the village—now a city of many thousands —NETTIE H PENFOLD

Mrs Cross

Silver Islet, Nov 21 1913.

Dear Miss Doble—Mother remembers very little about her first Christmas here (1871) The men quit work at four o'clock the day before and each man was given his choice of a bottle of beer wine or whiskey There was no intoxication on Christmas day however The young people spent the afternoon skating and of course there was the usual amount of Christmas good things The Indians called for their gifts of cake and candy and everyone was happy and contented

Mrs Gillis, Pearl street Mrs. Alex nader McPherson Fort William, and I think Mrs Allan Whalen Van Norman street (Jim's mother) were here at that time Those women can tell you more than Mother possibly

I am yours sincerely

MAGGIE CROSS

Mrs Chase

My first Christmas in Port Arthur was the Christmas of 1882 and was rather lonesome in some respects I promised myself then it would be my last, but the promise I never fulfilled as I have spent nearly every one of my Christmas seasons in Port Arthur When I saw the last boat go out that fall I thought my last friend had gone, as the only way to get away was by dog team to Duluth a rather inconvenient way Traveling I ate my first Christmas dinner with Mr and Mrs. George Clarke who, within the last year have been called away to the great beyond After dinner in company with four other friends I went for a sleigh drive to West Fort William proved to be very exciting before we returned The drive over was made without mishap, but on our way back, the horses ran away and the sleigh overturned Not having conveniences we enjoy today in the shape of street cars I was up to me to walk which proved very tiring About two miles from town we overtook a man driving with a load of wood to town We asked him if he would let us ride as we were getting very tired. He politely informed us we could upon payment of fifty cents each Although this was expensive we climbed up and rode as far as May street, which was then considered to be a long way out of town From May street we had to walk home It was a tired brush that arrived home at about eight o'clock That winter we amused ourselves at skating and snowshoeing but it was very lonesome at times This, I think dear editor is about all. Wishing you a merry Christmas I am

CHRISTINA M CHASE

Mrs N N Stewart

My first trip to this country in the year 1874 was as a bride on my honeymoon trip My husband and I came by the steamer Frances Smith which was commanded by Captain Tate

Robinson. We were four days and four nights on Lake Superior coming around by the north shore and when we arrived at the Landing had to be rowed in to the shore. The Queen's hotel at that time on the site of the Marlatt, had a tent roof the construction work being finished later in time for winter. My first trip to Fort William was over a floating corduroy road. The only buildings then which was forty years ago at Fort William were the Hudson's Bay store the McIntyre home, the McKellan home and one or two other small buildings. Everything around the Fort at that time was characteristic of the Indian. On the parts of property which today is a principal street of Fort William the Indians could be seen going around with their canoes. The ground near the river was so marshy and the water so much higher seemingly. Dozens of cannon were then placed along the river many of which are to be seen on the grounds of old-timers today. White families were not very numerous, not many apart from the McIntyres and the McKellars. Two Indians were around with their birch bark canoes shooting ducks. This to me was very interesting. My husband (Mr Nat N Stewart) went through at the time of the Wolseley expedition. We lived for nearly forty years in the vicinity of Pearl and Court streets. The first house was in a swamp and my husband in order to get material in to build it had to cut down the trees of the swamp to make a road for the wagon with which to haul it in. Mrs John Ferguson was my neighbor for years and my first one.

(MRS) R. STEWART

Mrs Nat N Stewart who gives such an interesting account of early day life has always been famous for her excellent way of making Christmas cake. She taught and befriended many of the pioneer daughters in their first attempt when they were struggling over the chopping bowl among them the editor of the Woman's Page. Monday December 15 1913 at three o'clock she was making the same kind of cake in preparation for the twenty fifth when the writer called on her. She has made many people happy on Christmas—and will for many years to come.—E. D.

Absent Pioneers

The write-up of the pioneer women is limited to the pioneer mothers still residents of Port Arthur with the exception of three namely Mrs Joseph Rose now in Edmonton with a daughter Mrs W A Brown (Miss Lillie Rose) Mrs William Harris and Mrs John Casey of Duluth daughter of Mrs A. H. Knolson of Fort William (Edith Casey). We could scarcely mention pioneers without thinking of Mrs Rose, whose home on Water street for years was one of hospitality and a delight to visit. Mother describes the character of this delightful woman more than any other word could possibly express. The same can be said of Mrs Casey who in her advanced years takes a keen delight in paying the old haunts a visit once in a while. The same can still be said of Mrs Harris, who very recently enjoyed a jaunt from Nipigon to Port Arthur.

Some of Those Who Have Passed Away

Among those who passed away several years ago and some very recently who could have told even more of the bitter-sweet of the early days are Mrs. Thomas Thetheway, Mrs. W C. Dobie, Mrs. Basil Guerard, Mrs J P Donelly, Mrs. John Andrew, Mrs William Vigars, Mrs John, Mrs John Bray, Mrs. Scott Humphrey, Mrs Bickles (mother of Mrs Thomas McAulay of Calgary), Mrs M Healey (mother of Mrs Ella Garnett and Mrs Gatewood Vancouver B. C.) Mrs. Fox (mother of Mr Edward Fox), Mrs. G Clavel (first wife of Mr George Clavel and mother of Mrs J E Cauchon (Una Clavel) now of Edmonton, Alberta, Mrs Everington, senior and Mrs. Vial mother of Mrs Stephen Jones (Winnie Vial) of Duluth, Mrs Dickson, Mrs St. Louis, Mrs Bonin, Mrs W J Clarke, Mrs James Flaherty, Mrs Vigars senior (Grandma), Mrs Geo. Clarke, Mrs Roland, Mrs W H. Langworthy, Mrs. John Cooper, Mrs Edward P Langrell, Mrs Woodside, senior (Grandma), Mrs Woodside, first wife of Mr James Woodside, Mrs W P Cooke, Mrs George H. McDonnell, Mrs Hasting and Mrs M Dwyer and Mrs Forster senior, Mrs. Mary Munro, sister of Mr Robert Maitland, Mrs. Fortune, Mrs. John Cooper.

The Thunder Bay Harbor

BY PETER McKELLAR

This Paper Treats of Some of the Critical Crises Through Which the Twin City Harbors Have Passed

The Fort William Harbor was on the Kaministiquia River which enters the bay in three branches The river channels are miles in extent, and the bottom consists of stratified clay which required to be dredged in many places to accommodate shipping

The Port Arthur Harbor was situated on the shore of Thunder Bay about three miles from Fort William and consisted mostly of rock and hard pan, which necessitated the building of piers and docks out into the open bay and backwater protection, to accommodate shipping

The Port Arthur people considered that a harbor could not be made and kept open on the Kaministiquia River as the bottom consisted of shifting sand and silt that would fill in as fast as dredged, and of course any developments made there would be money wasted

The Fort Williamites claimed that the river bottom was not shifting sand and silt, but stratified clay the best material possible for harbor purposes and that the Port Arthur harbor bottom was hard pan and rock and the cost of enlarging its capacity compared with that of the Fort William harbor would be as the cost of excavating rock compared with dredging clay

It will be seen by the above that the two parties were directly opposed to each other and being human some of course carried their aggressiveness beyond reason and thereby gave cause for bitter controversies which continued for about thirty years Yet for all that the people of the two places continued friendly in a social way

There had been many efforts made to put a stop to the dredging in the river The late Mr John McKellar ex-mayor was chiefly responsible for keeping the dredging going He persevered and succeeded under strong opposition in securing from the Government a small appropriation for dredging the river on nearly every occasion that Port Arthur had received an appropriation for the Port Arthur harbor The late Mr S J Dawson then M P for the district and a resident of Port Arthur helped the mayor very much in securing even these small appropriations which no doubt were the chief means by which the river harbor was kept from being effectually closed to heavy shipping for many years

There were annual delegations to Ottawa and Toronto from the Twin Cities or Towns while the Parliaments were in session As was usual in those days the late Mr Thomas Marks headed the Port Arthur delegation and Mr John McKellar headed the Fort William delegation Each of them had been a municipal councillor reeve and mayor Besides them, many others on each side were active in these controversies On one occasion, the Fort William delegation was in Ottawa and succeeded in getting the Government to promise an appropriation of $15,000 for dredging the river Then they left for Toronto to attend to the Provincial affairs Soon afterwards, Mayor McKellar received word that the Fort William appropriation was left out of the estimates He took the next train for Ottawa. Mr Dawson, M P was greatly surprised to hear it but on looking up the matter found it was true. He said "We will see Dr Tupper Minister of Public Works, about it." Dr Tupper after consideration said he could fix it. "We will make one harbor of the two and issue an order that $15,000 of the appropriation be applied in dredging the river" In the spring when the dredges started work in the river many were surprised as the appropriation did not appear in the estimates in the regular way

Now after the smoke had cleared away it appeared that each party did believe that developments made in the other harbor would be money wasted and that the only way to prevent such waste of money was to get the Government to stop development—in the case of Port Arthur stop building

docks and piers and in the case of Fort William stop dredging the river. The Fort William people had little weight in holding up the Port Arthur developments as during the early developments there were more mercantile boats to be accounted for in Fort William than in Port Arthur on account of the natural conditions, along with the want of proper buoying in the river. Again the Government would naturally favor Fort Arthur on account of nearly all the local Government officers being stationed there. On the other hand Port Arthur influence was strongly used to stop the dredging at Fort William, and very nearly succeeded on several occasions. I will only refer to a few of these crises in this paper.

On one occasion in 1891 the railway contractors Purcell and Ryan were to get in all a winters supplies to the new warehouse at West Fort William. The Canadian Steamboat Companies refused to bring the supplies in to the river wanting to land them at Port Arthur claiming that the river channel was impassable by reason of being filled in with silt. We knew it was not true but there was nothing left to do but try to get an American boat to come in and prove it. As luck would have it, the excursion boat Peerless of Chicago, a much larger boat than any of the Canadian boats, made fortnightly trips around to Duluth calling at Port Arthur on the way. I met the boat at Port Arthur. Mr Allan McIntyre a boyhood friend of mine, was captain and I prevailed on him to run his boat into Fort William on his next trip which he did, steaming four miles up the river to West Fort. He had no trouble and he was in and brought some supplies to the contractors on the next trip. I knew this to be true, as it was I who piloted the Peerless in to the river on that occasion. After that the Canadian boats brought the freight into West Fort without any trouble.

I might mention that the Government did not buoy the dredge cuts inside the river neither did the municipality. Private parties had to attend to it, by driving tamarac or spruce poles about 16 feet long into the bottom on each side of the cuts, with colored flags on them.

On another occasion the Government ordered the light houses on the Kaministiquia River to be closed and destroyed but Fort William made such a rumpus about it, the light houses were left, but Fort William had to furnish the up-keep and keepers for some seasons. Had the order been carried out, Fort William harbor would have been closed to shipping for many years at least.

These dissensions continued for years. Finally in 1906 there appeared on the scene a wise Minister of Public Works Mr. Hyman. He laid out an elaborate plan for a great harbor covering the two harbors.

The work was soon commenced by the Great Lakes Dredging Company starting five large dredges to work in the Kaministiquia river. Once this great work was started, the people took it for granted that all trouble about the harbor was over until the report of the season's dredging by Government Engineer Temple appeared in the spring of 1907. Then the people of Port William were struck with consternation. This report showed the Fort William contention about the harbor to be wrong and if the Government accepted the report as correct Fort William harbor was doomed. I knew the showing in the report to be entirely wrong and wrote the following letter which will explain matters and published it. I mailed marked copies to the Premier, Minister of Public Works our M. P. and others.

The Morning Herald Aug 8th 1907

RIVER DREDGING

Editor Morning Herald —

Dear Sir. I saw an article in the Herald of July 31 "Good Work by Dredging Co." which gives valuable information and also information that is false and casts a libel on our magnificent harbor. It shows the great work that is being done by the five great dredges constantly at work from about May 1 until December and removing about 5,000,000 yards of material during a season. It states "Constantly as these five dredges are kept at work however it must be understood that an accumulation of the same material is constantly being deposited along the beds of these rivers and that in all likelihood as long as navigation is carried on the dredges will have to be

kept hard at it and always at it. This would infer an annual expenditure in dredging of $500,000 to $1,000,000 after the harbor is completed which is an absurdity. The facts are that there would be little or no dredging required for many years unless for the purpose of further enlarging the accommodation. The materials that the dredges are now engaged in removing are almost entirely the stratified clays that were deposited long ages ago in deep waters before the existence of the Kaministiquia River below the rapids. As the waters lowered and the valley bottom appeared above the flow of waters from the high lands back commenced cutting the river channel by cutting through the surface sand stratum and in to the clay strata, continuing it and as the waters receded until the present time.

The river is comparatively deep and the current slow back for 10 or 12 miles in the rapids and of course only light sediment would reach to or near the mouth of the river which would naturally be removed by the returning freshets. In proof of this examine the bed of the river and (with few exceptions) you will find it to consist of the stratified blue clay.

Of course it is understood that some of the heavy material from the surface sand stratum would be washed in with freshets and the wash of steamers. That would be trifling as the clay strata for the most part reaches higher than the freshets high water mark.

According to natural conditions the above showing is practically correct, and from my experience I am convinced it is. For many years I was one of the parties who attended to marking out the channel or rather the dredge cuts through the channel, by driving long spruce poles with flags on each side of the cuts.

The first cut through the bar at the mouth of the river was made in 1873 by the Williams Dredge Co. at Duluth. It was narrow and about 11 feet deep. Capt. Symes brought the first boat, the Manitoba, into the river that same summer. The river was not again dredged for seven years yet the same class of boats continued to come in but occasionally had trouble by reason of the slight narrowing of the cut by the lateral wave wash. On account of the continued enlargement of the boats from a draught of 10 feet up to 20 the cuts through each shoal had to be redredged to increase the depth and width stage by stage. The enemies of the harbor represented the cause of the redredging to be the refilling of the channel and even the people at Fort William, with a few exceptions believed it.

When the narrow cut, 40 feet was exposed through the bar to the waves and storms for seven years and then only partially filled in although unprotected there need be no fear of the expense of keeping the harbor opened, when enlarged as it is being done now. When completed, especially if protected by walls at the mouth there will be little or no dredging required excepting for further accommodation or enlargement.

Yours etc.
PETER McKELLAR.

The development west on and the engineer's report disappeared from view whether my letter had to do with it or not I do not know. About a year afterward I was called by phone from Port Arthur by the said engineer. He asked for a copy of the report I made in 1907 of the harbor. I said "I think I have it in a scrap book at the old home." He wanted the copy as he said the drawing in it is all right. To cut things short, I found the copy and he had got a newspaper with it in at Port Arthur. After reading over the report he was very emphatic about the correctness of my showing or the harbor conditions, that is, that the bottom of the river is not shifting silt and sand.

At one time I did not believe, but now I do fully believe that the Government engineer was biased in the report he made but certainly he made a mistake in accepting and making his report on the opinions of irresponsible persons, instead of awaiting another year for his own examination and experience.

After reviewing the whole situation I have come to the conclusion that each party was right, and also wrong—right when he defended his own harbor and wrong when he tried to condemn the other harbor.

Now that the two have been developed, we find that together they form a grand harbor and at the most convenient and commodious harbors on the Great Lakes.

PETER McKELLAR

The Newspaper

BY S. SMITH

It has been the grave-yard of the ambition of thousands of men who have devoted their lives to it. It has taken toll of the best that is in man and then thrown him to one side—a worn out wreck, a thing of no further use. It has taken into its tender arms a few men and made them powerful in local and national affairs. It has been the medium of wealth and comfort. It has been the sinkhole of fortunes and has blasted the hope of individual and family. It has taken the man of little education and made of him a great power. It has tossed the man of education into the human scrap heap. It is a wonderful thing the newspaper. It is a loving mistress, it is a brutal task-master. It is hateful and it is lovely. It is all things that may be encompassed in the gamut of human emotions and qualities. As it is in its world-field so is it in its restricted field of localism. Here at the head of the lakes men have embarked in the publishing of newspapers many of them indeed and the oldest daily in existence has not yet seen a quarter of a century pass over its head.

Probably the first paper to make its appearance here that is the first paper printed from type was the Sentinel at Port Arthur a paper launched by Michael Hagan and called the Sentinel. The ambition to have a paper in the community however was ripe two years before the appearance of Mr Hagan in 1884 and there is still in existence the first subscription list ever drawn up on the north shore of Lake Superior. This document shows that the public spirited citizens were willing to risk the sum of $459 in a newspaper venture. True they desired repayment of the advances in printing and advertising. No person claimed the fund and it remained for Mr Hagan to be the first in the field. He lasted a few years and then went west the Sentinel continuing as daily or weekly until 1898 when the sheriff sold the plant and it was removed to the Soo and if there is any of it left, forms part of the Soo Express plant.

To make the history of Fort William and Port Arthur newspapardom complete I must refer to a period fully covered in a previous paper by Mrs Perry when early attempts at supplying news and amusement to the few inhabitants here at that time was accomplished as well by a group of Fort Williamites named Miss Groom, editress; Mr Peter McKellar, artist and printer; Mr Archie McKellar and others. The paper published was called the "Perambulator" and as its entire production was with pen and ink needless to say the number of copies of each issue was limited. Its circulation however included everyone in the two villages as it was carefully passed from hand to hand.

Of course the "Perambulator" had nothing but nice things to say about the folks across the river at Prince Arthur's Landing and set to be outdone in progressiveness Messrs. C. S. Marks, G. A. Holland and W. W. Russell artist produced the "Thunderbell" and a merry war of wit and sarcasm was continued from week to week the location of the C. P. R. being the matter in dispute.

In 1877 two young men as already recited in a previous paper unloaded a small printing outfit on the banks of the Kam and sent a weekly craft out upon the sea of journalism. The wolf howled at the office door from the first and one of the youths sold his interest and departed. Then the other went his way and the sea remained unruffled for two or three years. Frank Graff was attracted by an offer of $500 bonus and launched a weekly called the Herald in 1880 at West Fort William. A couple of years later found him and his plant at Port Arthur and that town then booming had two papers. The ownership of the papers changed several times and when the writer joined the staff of the Herald in 1887 Webb and Wood were running that paper having succeeded James Dickinson formerly of the Toronto Globe a gentleman who had tested his troubles in the newspaper office. D. F.

Bark and James Conmee owned the plant when I first knew it.

The trials and tribulations of producing a paper in those days, from a mechanical standpoint, were at times bordering on the ridiculous. Housed in a building once used for a boarding house in which it was stated that several men when badly frost bitten though bunked closely to the stove where miniature snow drifts remained from late fall till early spring. It is easy to imagine some extremely funny situations. We remember one winter day when the boss had laid in a supply of green slabs to fire the lonely and decrepit wood stove that it was found necessary to install a small oil burner in front of the stove as a silent but impressive argument that the slabs were in bad repute with the boys and 'D F' arose to the occasion and purchased a load of logs and borrowed a cross-cut saw so that we might warm ourselves.

It was just after I essayed the task of devil on the Herald that I visited the printing office at West Fort William where, after a merry fight between Graff and Captain Sidney Smith in 1858 after the possession of the Echo Harry D Lee had succeeded in the captaincy of the craft, changing the name to the Journal.

It is a long time ago, and yet it seems but yesterday. But since the dawn of that yesterday what wonderful changes have taken place. Where were a few straggling buildings alternated by forest and bush swamp and rocks now are examples of the builder's art of which any city might well be proud. where were ruts plashing mud far into the summer months now are miles of paved streets bearing the traffic of a metropolis. where was naught but bush now are farms where was but one railway in its first days of struggle now are three railways stretching their hands of steel across the continent and in place of twelve passenger trains weekly now are almost that number daily carrying thousands of souls in place of the tens that then travelled east and west.

It is something to have taken a part in this wonderful transformation and to all these my colleagues of the past and present I reach out a hand of fellowship and declare that to the newspapers is due no small measure of credit for what has taken place, for notwithstanding what may be the hysterical opinion of some, the newspaper is true to the community which makes its continued existence possible.

Let me now go back to a time when Fort Arthur having had its dallies and its days of prosperity had fallen upon evil days. Its papers had felt the pinch and F. H. Allen who had bought the Herald from Mr Burk, handed it back to him and the office was closed and the Herald printed at the Journal office, Fort William.

The concentrating of the C. P. R. interests at East Fort had induced practically all business men of West Fort to shift the scene of operations to this point. Mr Lee had died a few months previously and his widow who had conducted the business for a short time on Dec. 6 1890 sold to T. W. Rutledge, a practical printer and James McLaren a well known citizen, still with us and these gentlemen migrated with the plant to East Fort. Mr McLaren handled the business end, while Mr Rutledge looked after the mechanical end and a Mr W. H. Cummings wielded the editorial pen and did it to the queen's taste, for he stayed for Fort William first last and all the time. The writer was employed on the Journal for some months during this time. This was when the great boundary war prevailed, and I remember a brochure written and issued by Mr Cummings in which he repudiated with all his soul the pretensions of the neighboring city to that territory lying along the lake front and afterwards incorporated into Fort William.

With the death of Mr Cummings came the late T. A. Reid into the newspaper field. He was a contractor but one of those men who can do many things well. He saw a chance for a daily paper and on January 21 1893, bought out McLaren and Rutledge and continued the paper as a semi-weekly until October 12 1893, when he started a daily. He established an office in Port Arthur under the charge of the late T. A. Keefer who was succeeded, upon his death by Hull Austin who retired a few years later to enter another line of business. A. M. Frank then took that end of the business, and with the assistance of staff members has held ground well for the Times-Journal up to the present.

It is natural that lying so closely together the history of newspaperdom in

t ees two rities should interlock I cannot possibly give bal the briefest mention to mucd that would be of interest. For instance previous to his retirement from the field at the head of the lakes Mr James Dickinson had conceived the idea that Fort William required two papers and he conveyed a paper which he called the Echo the first issue being on November 11 1893 It was printed at the Sentinel office at Port Arthur part of the time, and part of the time on a press which had been installed above a Chinese laundry in Fort William The Echo died out and the Sentinel passed its watch The publishing of the Herald was taken up by Mr Allen who killed it, and the Chronicle was born The latter ran as a daily for nine months and then dropped out taking its place with the semi-weekl es and again stepping into the daily parade some eight teen months later where it is today but under different management Mr Allen having sold his interests a few months ago In the meantime the Daily News had made its appearance in Port Arthur and still is. So much for Port Arthur Now we will come back to Fort William where we left T A Bell as the new owner of the Journal

The writer re-joined the staff in 1892 and was put in charge of the mechanical department, and had the distinction of setting up the first heading for Fort William's daily newspaper

The Journal was an aggressive exponent of Fort William's strategic position and rightful claim as a coming great city and it was to no small measure due to Mr Bell's energy through his newspaper a few years later that Fort William's first industry the Ogilvie Flour Mill, was located here This event occasioned the first special illustrated edition ever gotten out in this city

In June, 1895 Mr Bell was induced by friends in Winnipeg to take hold of the "Nor-Wester now the Telegram and sold the Journal to the writer and Mr T W Ratledge, who in the meantime had rejoined the staff but as neither of the purchasers had any capital the deal being floated with notes It was soon apparent that with the very small volume of business going through at this time—which will be remembered as one of great business depression—the buyers thought it best to cancel the agreement.

Mr Bell continued the operation of the paper for another eighteen months, with Mr McNally as news editor and the writer as manager Mr Bell finally disposed of his interest in the "Nor-Wester and engaged in life insurance in Winnipeg directing the Journal from that city Mr B G Hamilton having replaced Mr McNally was in charge of the news and editorial

Mr Ratledge severed his connection with the paper and started a job printing office and in 1899 prevailed on the writer to join him in the publication of a semi-weekly which was called the "Times"—the first issue appearing September 23 of that year F H Trautman of Niagara Falls was engaged to handle the editorial and news department The plant was housed in a new frame building erected by Ratledge & Smith on the present site occupied by the Times-Journal building. The paper was a small five column affair published twice a week and was well received by the public, but was not a financial success as the field was too small for two papers Two months after the Times was started Mr T A Bell was stricken with a sudden illness resulting fatally and the Journal plant and business was thrown on the market.

By considerable strenuous financing Ratledge & Smith acquired the paper and immediately commenced issuing the paper from the office of the Times, under the new title of the Times-Journal, the first issue being Nov 30, 1899

The financial load was a heavy one and it was found necessary to form a stock company to provide the necessary capital. Mr E A Merten's aid was secured and quite a number of local people subscribed small amounts. Dr T S T Smellie was approached among others and he made the proposition that the prospective shareholders be dropped and he be allowed to take a one-half interest. This was arranged and Dr Smellie remained as president of the company for some years A fine new building was built and large additions made to the plant Dr Smellie finally secured all the

stood at the institution, and in 1911 he sold the business to the present owners.

Large additions were made to the plant and the portion of the building formerly occupied by Dr Smellie's drug store was taken for the newspaper

We will retrace our steps to throw a little more light on the actual conditions when Mr Bell took hold of the Journal. It was being printed on a Washington hand press which with the help of three or four persons had a production of about 250 sheets printed one side per hour. Mr Bell at once put in a steam plant and large press which had a capacity of 1000 sheets printed one side per hour. Mr Bell also installed from the electric railway the first electric lights in Fort William. The first type-setting machine in this district was also installed.

Messrs. Rutledge & Smith installed a larger and better press folder and the steam plant was supplanted by a gasoline engine which I believe was the first in the city.

Under Dr Smellie's part ownership a still more modern press was installed which gave a production of 4500 completely folded 8 page papers per hour.

Under the present company's ownership the first modern type setting machine in the two cities was installed. The first modern cylinder press for job printing and many other features which have kept the plant thoroughly up to the minute and in advance of any other printing plant.

Just this year the press purchased in 1907 has been replaced with one of R. Hoe & Co.'s latest models capable of producing a 32 page newspaper completely printed, folded and counted at one operation and if necessary in more than one color. Whereas the old machine would produce only an eight page paper the present machine will produce a 32 page and whereas the old machine would print only 4500 papers per hour the new machine will produce 24 000 per hour.

In 1880 the Journal was published from the building now occupied by a fruit store corner of Brodie and Victoria Ave.

In 1893 Mr Bell removed the plant to a building then owned I believe by the late Sir Wm Whyte on the corner of Simpson and Victoria, and now occupied by Gerry Bros. Hardware store.

We will again retrace our steps to recount the history of another newspaper.

In the spring of 1905 the field looked enticing to two western newspaper men R. G. McQuich and C. D. McPherson and they started the Herald as an evening paper the office being that now occupied by a creamery on Brodie street. They found the going pretty hard, but to add to their worries in November of the same year just as the paper was going to press there was an explosion of gasoline and the building partially gutted.

Several months elapsed during which time the plant was put in order and taking advantage of the local feeling running high on the near approach of a general election a local company took over the plant and the Herald was again started on June 15, 1908, as a morning paper.

In July 1908, the plant was again gutted by fire and the paper was published by the Times-Journal for many months.

A new building was built and new machinery added, and the paper took on a new lease of life, but the smallness of the load to be divided again became apparent and the company found itself in dire financial straits assigning and forfeiting their charter. Port Arthur capital came to the rescue and a new charter The Central Canada Publishing Co., Ltd obtained, the paper in the meantime being published by a receiver. This arrangement continued for some months when some Fort William men thought it advisable that the newspapers of Fort William should be in the hands of Fort William people, following which the interests of the Port Arthur stockholders were secured. Finally in order to reduce expenses and in an endeavor to keep the morning paper alive, printing arrangements were made with the Times-Journal but soon this method was unsuccessful and after losing a large amount of money the paper was suspended.

It would be a serious oversight should I omit to chronicle the coming and the passing of the Industrial Review started in 1901 under the able editorship of our good friend J. H.

Lumby It was published from the Journal plant and was in book form. Its chief aim was to advertise the mines of this district, but unfortunately the field was too small to carry the project and in the course of a year or so it was discontinued

Speaking particularly of the Times-Journal the newspaper office has been one of the storm centers in every great fight in the city the entrance of the Port Arthur Street railway the various utility and bonus bylaws the big fight for Loch Lomond pure water the purchase of our end of the street railway the telephone system fight and many others of lesser importance.

While in some cases the paper may have been wrong, on the whole I think its record is an enviable one as a champion of the welfare of Fort William and while it might have made more money at times by taking a different attitude it made many fast and true friends by its staunch support of what has in almost every case resulted in the betterment of the city

It is something to say that after thirty odd years of public usefulness no charge of graft has been flung at it, and every idle sheer of its enemies during the heat of some battle has been shown to be shallow and groundless resulting frequently in the vanquished becoming firm friends of the paper

D. SMITH

June 20 1914.

DR. E. B. OLIVER

Department of Health

BY DR. E. E. OLIVER

We learned from the interesting paper read before this Society by Mr J J Wells that the Municipality of Shuniah, of which the area now known as the "City of Fort William" was a part was organized in June 1873.

At a meeting of the Councillors of the Municipality held on the 13th day of August of that year a bylaw known as Bylaw No 6 was passed in reference to the Public Health of the District. It appointed the follow ng gentlemen to be "Health Officers or a Board of Health" for the district mentioned

For Prince Arthur's Landing

Messrs J A. MacDonald Noah K Street and Geo. L. Jones.

For Fort William

Messrs John McIntyre Peter McKellar and Adam Oliver the latter being my father

For Silver Islet

Messrs Dr Tompkins Myrom Gilmour and W B. Frue

Probably owing to the w thdrawal of Silver Islet from the Municipality in 1874 it was found necessary to pass a bylaw known as Bylaw No 15 repealing Bylaw No. 9 aforementioned This new bylaw appointed Messrs Noah K. Street, Thos. Marks, Peter MacKellar and Dr J. A. MacDonald a Board of Health for the whole Municipality to have full powers according to law

It seems probable that this Board held office continuously up to the time Fort William ceased to be part of the Municipality of Shuniah

I am unable to find any written record of the transactions of this Board

The general council of the Municipality however seems to have had an eye to the safety of the public, for they passed two bylaws that were in the interest of Public Health

Bylaw No. 109 was passed in March 1896 and stated that all holes cut in the ice over an area of two square feet must be enclosed by a fence four feet high said fence to be maintained while the ice lasted, and be strong enough to prevent cattle getting into the opening A fine of fifty dollars might be imposed for breach of this bylaw

The other bylaw, though not directly concerning Fort William is worthy of note

It defines an area in the village of Prince Arthur's Landing over which pigs might not run These limits were from the south end of Cumberland street (where the Canadian Northern Hotel now stands) to McVickers Creek on the north and between Cumberland street and the lake shore to the south

In the year 1881 Fort William ceased to be part of the Municipality of Shuniah and became part of the Municipality of Neebing I am unable to find whether or not a board of health was appointed by the new council Dr Hamilton was appointed Health Officer for the Municipality in that year at a salary of fifty dollars. He held office during the time Fort William was part of the Municipality of Neebing and for some months after the time the town of Fort William was incorporated in 1892

Dr Hamilton resided in what is now called West Fort William At the time of Dr Hamilton's appointment the population in the present city bounderies was not more than 500 people, if it reached that number This gradually increased till in 1883 when the Canadian Pacific Railway entered into an agreement with the McKellar Ward which was then what we might call Fort William proper as distinguished from West Port William the population was between 1200 and 1500

In 1888 occurred what might be called the first epidemic in Fort William when there was about ninety cases of diphtheria It was of a very mild type there being but two deaths

While Fort William was part of the

Municipality of Neebing. Messrs. John McKellar R. R. Reaveley Jas. Hammond Alan McDougall R. McNabb and others were members of the Board of Health. The first mentioned was chairman for a considerable time.

When the Canadian Northern Railway Company had completed their building two years later the Municipal records showed a population of 2004. However as incorporation as a town was agitated a special census was made which showed the population to be 4400. This being a sufficient number the "Town of Fort William" was duly incorporated in the fall of 1892.

Owing to the records up to and including the year 1902 having been burned in a fire which destroyed the Town Hall in March, 1903 no accurate record is available from the year of incorporation as a town to that time. However I have done my best to collect from every available source all data in regard to the Health Department.

At a meeting of the Town Council held in July 1892 Dr T. S. F. Smellie was appointed Medical Officer of Health. Dr Smellie had been a resident of this district for some time having located in Prince Arthur's Landing in 1879. He became a resident of Fort William in 1891.

The members of the first board of health for the town of Fort William were Messrs. R. R. Reaveley R. McNabb Jas. Hammond and Rice.

The Board of Health and the Medical Officer of Health had little apart from routine duties to attend to until an outbreak of smallpox occurred in 1893. Dr. Smellie has already written a paper for this Society on this outbreak, so I pass it by with mere mention.

The water supply during this time was drawn mainly from three wells situated at the Coal Docks Central School and Town Hall. The latter appeared to have been a well of such excellent water that it is spoken of with respect by the citizens until this day.

The first sewer was laid on Victoria Ave. about the year 1880. It was not until about 1897 that the first sanitary sewer was laid on this street.

The first Isolation Hospital was built in 1896 and was located on Park Lot No. 8 on Empire Ave. Smallpox cases only were accepted. No regular nurse was employed, one being sent in as needed.

Dr Smellie and Dr Hamilton were in turn Health Officers until the year 1897 when Dr. W. W. Birdsall was appointed in August of that year.

The outstanding feature in the history of the Health Department in the late nineties was the installation of a water supply from the Kamlalectquia river. This was in the year 1899. The commission who had the matter in hand was composed of Messrs. Dr. W. H. Hamilton C. W. Jarvis and Jas. Murphy. Water from the Kam river had been drunk in increasing quantities during the last few years as I presume most of the citizens thought that the water was pure.

At the time the decision was made to get a supply of water from the Kam the population of the town was about 3600.

I am pleased to note that two of my predecessors in office Doctors W. H. Hamilton and W. W. Birdsall protested against the water being taken from the Kam river at the point from which it was taken. They urged that the intake should be placed at least a mile further up. Two sewers emptied above the intake. The pipe was located at the junction of Sprague street and the river. The cost of the plant was about thirty-five thousand dollars.

The locating of this intake pipe at the point above mentioned was probably one of the serriest things the citizens ever did. It was the direct cause in 1906 of eight hundred and thirty-two cases of typhoid fever with ninety-eight deaths. As the population was six thousand five hundred this gives a case rate of one hundred and twenty-eight per thousand and a death rate of fifteen per thousand.

I do not know how many cases of typhoid fever there had been previous to the year 1905 as I have been unable to get a definite report.

The first general hospital in the city was opened in the building on Donald street until recently used by the C. Y. M. A. by Miss Cope in the year 1888. In 1890 the hospital was moved to the building on George street now used as a club house. Miss Banks and Miss Duncan were the nurses in charge. In 1902 the first unit of the McKellar Hospital was opened. This was added to in 1908, and at the present time still another addition is being made which will give us one of the finest hospitals in Canada.

In the year 1903 the Babcock Milk Tester that we are now using was bought. There is no report that samples of milk were taken regularly. In fact, down to 1911 samples were as a rule, sent to the Provincial Laboratory at Toronto.

In this year the Smallpox Hospital was removed from Empire Avenue to the Blackwood Addition.

The births for the year numbered eighty-three.

The expenses of the Department for the year were one hundred and fifty dollars.

Mr W W O'Brien was Sanitary Inspector. Later he resigned and Chief of Police W J Dodds was appointed.

I find, as a matter of fact, that Chief Dodds was the reliable man who always filled the want of a Sanitary Inspector for in 1905, when J W Robertson resigned after serving a few months Chief Dodds again became Sanitary Inspector. The salary at that time was one hundred and eighty dollars per year.

In August 1905, a joint Plumbing and Sanitary Inspector was appointed in the person of Mr W T Rankin.

This year marks the first suggestion for an Incinerator.

An Isolation Hospital was proposed to be erected at a cost of two thousand dollars.

In the year 1905 occurred the epidemic of typhoid fever to which I have referred above.

A vessel going down the Kam river dragged her anchor loosening the intake allowing large quantities of unusually polluted water to enter the pipe. As stated eight hundred and thirty-two cases of typhoid fever resulted, with ninety-eight deaths. The accommodation of the local hospital was taxed to the limit and emergency hospitals had to be opened. The largest of these was on Marks street.

Dr Douglas Medical Officer of Health of Winnipeg was called upon, and he came in the city and gave valuable assistance.

This epidemic seems to have thoroughly awakened the citizens to the fact that prevention is better than cure, for from this day forward rapid strides were made in the Department of Health.

The greatest good that came from the typhoid epidemic was an agitation for a purer water supply. Loch Lomond, a lake lying about seven miles southwest and being at an elevation of three hundred and twenty-three feet above the level of the city was now for the first time suggested as a source of water supply.

At this time too there was an agitation to drain that section of the city known as the "Coal Docks". This was due probably to the fact that about seventy-five per cent of the typhoid cases came from that part of the town. This was not due however to the sanitary conditions of that section as popular opinion suggested but as Dr Manion stated to the fact that more unboiled water was consumed there than at other points.

As a result of this epidemic, the Dr Manion, who was appointed Medical Officer of Health in September 1906, strongly urged the Board to do all in their power to see that increased hospital accommodation was provided as soon as possible.

The Board of Health requested the Board of Works at this time to take over the scavenging and asked them to have the two sewers above me in take pipe set at.

Later in the year Mr Rankin gave way to Mr Thos. Watson who was appointed Sanitary Inspector at a salary of one thousand dollars per year.

In the year 1907 the Town of Fort William became a city with a population of 12,500. Dr R. J. Manion, who had been appointed in 1906 was the first Medical Officer of Health. The salary was three hundred dollars per year. This included care of the sick indigents.

Apparently Dr Manion recognized at once the need for some Isolation Hospital accommodation for I find that the minutes of the proceedings of the Board of Health for 1907 are replete with recommendations in regard to this. It will be remembered that the Isolation Hospital that then existed really handled only smallpox cases.

The year 1908 marks what I might term the commencement of the recognition of the importance of the Department of Health. From now on progress was more rapid. The city continued to increase in population.

Good progress was being made with the Loch Lomond water works scheme in the meantime good water was being peddled in wagons.

Typhoid fever was getting less there having been but seventy-seven cases in 1907 and sixty-eight cases in 1908

Mrs Flanagan was appointed permanent nurse at the Isolation Hospital at a salary at $45.00 per month

The Board at Health investigated the method of garbage collection with a view to having a uniform system.

The Provincial Government were asked to establish a Branch laboratory in this city

The total expenses for the year was three thousand four hundred and forty dollars

In 1909 the salary of the Medical Officer of Health was increased to one thousand dollars per year This was an increase from five hundred dollars in 1908 and shows that the city council appreciated the value of the work being done and recognized that it was worthy of a proper remuneration

I have mentioned before that the obtaining of a water supply from Loch Lomond was the direct outcome of the 1905-1906 typhoid epidemic

The project was commenced in 1906 and carried on steadily until it was completed in 1909 The total cost of the work was four hundred and fifty thousand eight hundred and twelve dollars In the course of construction a tunnel was driven through solid rock for over a mile.

Perhaps the chief event of interest in the year 1909 was the turning into the mains for the first time the water from Loch Lomond The exact date was June 23rd and James Conmee M P officiated

In March 1909 the Board of Health approached the Port Arthur Board in regard to the erection of a joint Isolation Hospital The latter board after looking into the matter rejected the proposal in September of the same year

The expenses of the Department for the year were three thousand eight hundred dollars

Dr Mann on resigned to take effect January 1st, 1909 One of his last acts was to again urge the erection of a suitable Isolation Hospital

The year 1910 opened with Dr R E. Wodehouse as Medical Officer of Health Messrs O W Brewse R S. Piper G Matthews R Hynes G Hartley and F W Young formed the Board of Health

In February Dr Wodehouse and the chairman of the board Mr G W Brown were appointed a committee re building of the Isolation Hospital.

In April of this year Mr Thos Watson resigned as Sanitary Inspector Mr S. Mcnamara, who the year before had been appointed assistant to Mr Watson now assumed all the duties of a Plumbing Inspector

The position of Medical Officer of Health and Sanitary Inspector were combined and Dr R. E Wodehouse was appointed thereto at a salary of one hundred and fifty dollars per month This was increased to two thousand four hundred dollars per year in 1911 Later in that year the positions were again separated and Mr W H Stanley was appointed Sanitary Inspector

The committee to which had been given the task of getting the Isolation Hospital built worked assiduously so that early in 1910 the contract was let.

At first an endeavor was made to locate the building on the same lots as the McKellar Hospital But eventually the present location at the corner of N Vickers Street and Northern Avenue was chosen The total cost of the building completely furnished including the land was about twenty thousand dollars

This was one of the best investments the citizens ever made We have now a first class institution in every respect

The building was ready for occupancy in May 1911 Miss M M. Duncan who is still with us was the first and only Superintendent.

I will not detail the construction of the hospital It will accommodate twenty cases of single infection. Cases of Smallpox Measles Diphtheria and Scarlet Fever have all been cared for at one time without inconvenience

Apparently after having gotten the Isolation Hospital question settled the Board again looked into the question of the necessity for an Incinerator This as you will remember had been recommended by the Board away back in 1905

The nuisance ground bought in 1904 was totally inadequate for the purpose intended and was becoming a nuisance indeed

The incinerator was completed last year (1913) and has this summer been constantly in use and is giving excellent satisfaction

During the summer of 1911 Dr R E Wodehouse inaugurated a campaign against Infant Mortality A visiting health nurse was added to the Department. She acted as second nurse at the Isolation Hospital and visited new born babes between times

A Board of Health Laboratory was established at this time The principal work was examination of sputum and swabs

In the fall of 1911 a branch of the Anti Tuberculosis Society was formed in our city Mr J H Perry was elected president and I was elected honorary secretary

Dr Wodehouse resigned in July 1912, to accept the newly created position of Provincial Medical Officer of Health I was appointed his successor and assumed office August 1st, 1912

Up to this time the Department had no quarters of its own. But the Police Department having moved from the city hall to the new court house we were given their former quarters. This enabled us to concentrate our efforts The Laboratory that Dr Wodehouse had established part in his cellar and part in his private office was transferred to the city hall The stenographer who had been appointed the year before who had been in the city clerk's office was located in the new offices The cost of the Department for the year was about seven thousand dollars

During the year 1913 the staff was increased by a veterinary food and dairy inspector and an assistant foreign speaking sanitary inspector Those two appointees served during the summer months

Another nurse was engaged as assistant at the Isolation Hospital and the work of visiting health nurse was combined with that of school nurse Miss Ida M Hobbs was the first nurse to fill the position. She was forced to retire on account of illness and was succeeded later by Miss K Spearing who now is devoting her whole time to the school work

This brings us to the present year In April I was appointed whole-time Medical Officer of Health—the first the city has had At this time, too Mr Digby the present capable assistant to the Sanitary Inspector was appointed as a permanent man on the staff Mr Stanley while retaining title of Sanitary Inspector gives his whole time to food and dairy work

This year will be noteworthy on account of two things. One is the obtaining of an up-to-date milk bylaw duly approved by the Minister of Agriculture under which we are able to ensure to the citizens of our city as good and pure a quality of raw milk as can be gotten anywhere The other is the installation by default of over one hundred sanitary plumbing installations

The Board of Health year ends October 31st tomorrow night While I have not commenced work on my annual report I feel that I can say that this year will show two things in which the citizens can take pride viz the lowest case rate of typhoid known in twenty years and the lowest rate of infant mortality since statistics have been kept. And the cost will probably be less than thirty-five cents per capita

W. C. DOBIE, Esq.

Sailing Across the Atlantic Sixty Years Ago

Address by Mr W C Dobie before the Art and Literary Club, Port Arthur Tuesday November 27th 1914

I have made no notes on this subject. I merely trust myself to a good memory A good memory is a very good thing to have

As a matter of fact it is 65 years since I crossed the ocean Sixty-five years ago in August my father Uncle William and Aunt Betty my mother and my sailor uncle, Captain Dobie, made up their minds they would come to America.

It is a revelation to many to know that, in spite of the great strides made of late years in steam vessels there are still today 55,000 sailing vessels as against 47,000 steam vessels

If you were living in the old country today and wanted to come to Canada you would have nothing to do but go to the ship's office and ask when the next ship would sail Then would be given your ticket told to go down to such-and-such a dock at such-and-such a time on such-and-such a date, and you would find your stateroom ready for you replete with every modern convenience You would have nothing to do but get your baggage aboard go to the stateroom and sail away with meals served four and sometimes five times a day Amusements and all kinds of games would be provided The palatial steamship would be equipped with saloons gymnasium reading room and even roof gardens which were not even thought of in the days I am going to speak of We did not have any such things and even steamers were few and far between, for the first steamer carrying passengers on the Atlantic was Cunard steamer from Boston in 1844 and I am going to talk about what occurred only five years later—in 1849

As a matter of fact at that time there were just two passenger lines crossing the ocean, and they were paddle-wheelers We can cross the ocean now in from five to eight days Those boats used to cross in 16, 20 or 25 days and such slow time was a good passage in those days

My people made up their minds to go to America, and the first thing to be done was to find a vessel The vessel lay in Liverpool docks and we lived in Birkenhead opposite Liverpool across the river Any one in Birkenhead in those days (there was only one dock there then—the Morpeth dock) could see ships lying there, and in the rigging or the shrouds would be a board stating that the ship was preparing to make a trip to carry so many passengers from such-and-such a port and would sail on such-and-such a date and that by applying at such-and-such a ticket office the fare would be accepted for coming across the ocean At that time the fare was £3 for an adult, and for children 12 years at age ½ price—$7.50 That is what it cost to take me across the ocean, as I was only a boy of ten years and though I am not supposed to remember very much at that young age, still I may tell you that my memory is quite clear on the events of that ocean voyage. When I begin to talk to you about things that I can remember 65 years ago people think I am drawing on my imagination

Our party consisted of 16 my father and mother five of us, Uncle William Aunt Betty and five children, and my sailor uncle, who was a bachelor He used to be in the India trade which ran passenger ships. The next thing after booking our passage was to get supplies for the passengers who were going aboard. You may think £3 was very cheap fare but they only provided me with water fire and a bunk Then there was nothing left for a single man to do but go up town and buy a chest of hard tack and if married with a family to provide for he would get several bags of this hard tack. The longer these hardtack biscuits were kept the better they used to be for in order to make them palatable we used to soak them during the night in fresh water

and then we would split them and fry them to pork gravy when they were very palatable. All the cooking utensils which outfit had to be bought were made of tin and sheet iron, because crockery would not last long on a ship which might roll from side to side therefore everything had to be of iron and sheet tin so that it would fall about in a storm and not break. People had bedticks and they would buy a hoodful of hay and also pillows, placing the hay in the ticks for bedding. We had butter and a few potatoes remember that it was August, and we had some cheese which did not keep very well. The reason why so many of the sailing ships carried passengers was that emigration was very large. In the year I speak of there were 59,000 left the port of Liverpool mainly for the U.S. The reason for that excessive emigration was the Irish famine. In other words the potato crop in Ireland failed upon which the peasantry depended for a livelihood and fever followed, and none of them had anything left on which to support himself.

A ship would come in to Liverpool from a foreign port discharge cargo at one of the docks and then prepare for passenger service. Two tiers of bunks were put up. If any of you have ever been out in a lumber camp in the woods you will know what these wooden bunks are like. Just a bare board and nothing more with a partition down each line of bunks marking them off and marking each bunk off from the next.

Well, the $15 a head was paid and we all went on board. We went to our palatial staterooms and found the bunks allotted out to the passengers. A partition was put up, as I have said before, and we could only go to the middle of the dunk. There were 247 passengers aboard that ship and it would probably be as big as the America which runs from here to Duluth. The boat would not be any longer and not as wide. The captain's cabin was at the stern the next part was called the second cabin and the next part was the steerage which the passengers occupied who were carried across the ocean at a cheaper rate than the second cabin passengers. Forward of that was the forecastle where the sailors slept in their hammocks. There were 36 sailors before the mast. The boat was a good ship and passenger ships had to carry double crews.

The ship provided nothing but fresh water fire and a bunk. An emergency store of provisions was kept in what was called the lazarette. This store was put there in charge of the bosun and nothing was to be given out from that store except by order of the captain, in case of distress at sea, shipwreck, baffling winds etc.

On the date of sailing, we crossed from Birkenhead on a ferry boat. We got aboard our ship lying at the Princess dock and we had a glorious time. It was a novelty. I well remember the bags of hard tack. I took one hard tack biscuit and ate one and put two more under my pillow so that if I awakened in the night hungry I would have something to eat.

Well we hailed out of the dock in good time, weighed anchor in the middle of the river waiting for the tide to cross the bar for vessels drawing 25 feet of water had to wait in those days for the tide. Things are different now. It is dredged out. The neap tide in Liverpool is 13 feet, the spring tides are from 25 to 28 feet. The morning of our sailing the anchor was taken up. Thirty men did the work all by hand, no steam winches or windlasses then, and they worked to the tune of an old shanty raising the anchor by main strength and not by machinery. One fellow picked out by the rest as a singer would stand up and would sing to the men who were doing the work. They would walk around singing to unison and then the leader would improvise on the song. One of the songs was "Heave away boys we are bound for the Rio Grande."

Then, after a while, away we went for the mouth of the river into the Irish Sea. When we got near to the mouth of the river sails were hoisted under the direction of the mate. The captain did not say a word to the sailors, he spoke to the mate and the mate gave the orders to the sailors. We came round the south of Ireland with a splendid wind we were running on the port tack along the coast. I was on the quarter deck. I don't know how I got there. Mr. Collins the first mate

said "Say hay aren't you getting sick?" I did not know I was sick until then. I said "Yes sir." He said, "You had better get down below." So down I went and went to bed. I fell asleep, and probably would have been all right, but my two brothers came rushing down and said to me "Come up and see Holy Head." They hauled us up on deck and up the stairs we went and then, well, I glanced over the bulwarks. I then got downstairs and crawled into a lower bunk and did not go on deck again for ten days. Part of that time is a blank to me.

On board there were as I have said 247 passengers, 30 men before the mast, the cook and his assistant, the cabin boy, three mates and the bosun. The names of the chief officers were: Captain Barril, First Mate Collins, Second Mate Woodside, Third Mate Griffiths, Bosun Barnes.

All the way across we had lovely weather. We never reefed a top sail from the time we reached the Irish Sea until we anchored in New York harbor. One of our amusements was rolling from side to side, down to the bulwarks on one side and down to the bulwarks on the other side with the roll of the ship and another amusement we had was climbing the shrouds. At the time we were getting near the Gulf Stream a flying fish came aboard. It was about 10 in the morning and after the first gasps of astonishment, there was a rush for that fish and I remember an old gentleman who had a son whose name was Jonathan captured it. From flying fish it soon became "flying fish." We were on the look out for whales but we did not see any extraordinary fish except this flying fish. I have mentioned and schools of porpoises. We had read at school about whales, walruses, dolphins and seals. All we saw though was schools of porpoises or sea hogs and of course gulls and Mother Carey's chickens.

The fresh water was in casks down in the lower hold. Water was served out once a day and the cask was brought up out of the hold and water served out so much to each person for whatever purposes he wanted it. After we were about 10 days out it was the water became putrid. Then the odor from the cask if the wind happened to be blowing across was awful. Then the water became good again. After a little while it gets over that putrid taste and smell and becomes perfectly sweet. Then if it is kept longer it putrifies again and again gets better and then you can take the cask of water around the world for years and it stays sweet. We had no condensing machines on board that ship.

We had three deaths on board the ship—a man, a young unmarried woman and a child. Most of you have read accounts of a burial at sea. The person dies, the officer notifies the bosun, and the body of the deceased is measured. It is sewed up in a canvas with a weight at the feet. When the time comes for the funeral to be held the captain makes his appearance with the Prayer-Book in his hand. A plank is set with the long end reaching over the side of the ship, and the body is laid upon it. The ship is stopped and at the words "We therefore commit his body to the deep" the body slides down into the ocean. There was no doctor on the ship nor a surgeon though there was a medicine chest aboard in care of the captain in case of necessity.

The most we ever made was ten miles an hour with a very fair wind and a fresh breeze. I remember looking over the bulwarks at the phosphorescence of the water. This phorescence is caused by millions of small fish which are phosphorescent, and animalcule like fireflies that we have here at night. The whole thing seems to be a mass of glittering fire. The ocean is never at rest. There is always what we call the ocean roll however calm it may be.

We got near the banks of Newfoundland and there we were becalmed two days. There is nothing more exasperating to a sailor than this. He hates a dead calm worse than a bad storm. We were coming along and one morning we got up and the look out man gave the alarm "Sail ho! dead ahead." It was about six in the morning. We could just see the top sails of that vessel over the horizon. Then a buzz began and questions began to be asked. "Is it a ship?" "Is she coming in our direction?" "Shall we get near enough to speak her?" It was four o'clock in the afternoon before we passed her. The usual form of salutation is as follows: "Ship

ahoy! What ship are you? Where are you from? Where are you bound for? How many days are you out? What is your latitude and longitude?' One reason for the last question is so that in that way they could check each other's reckoning and see if either was wrong in his figures.

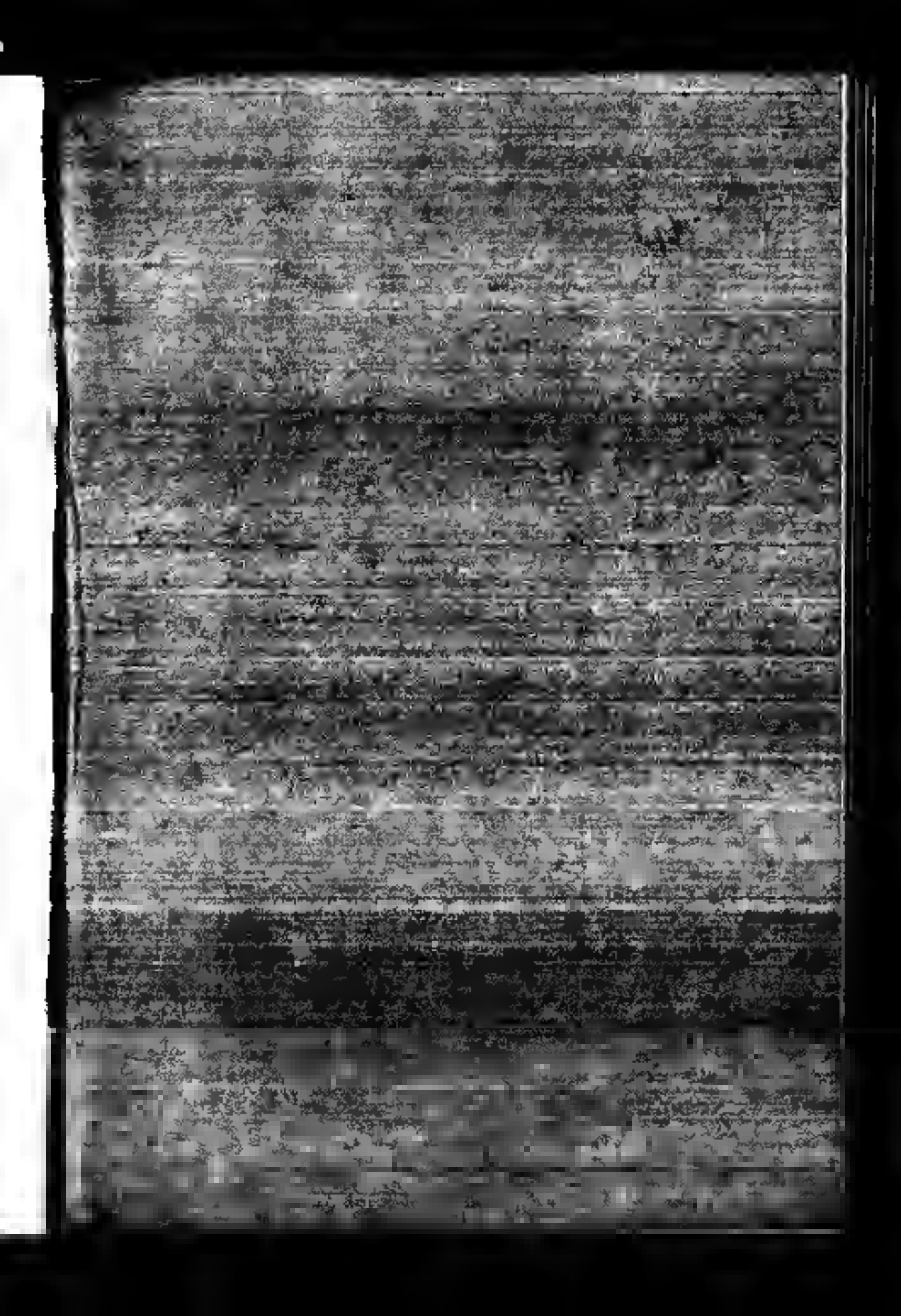
We saw only three vessels on our trip across the ocean—no steamers. One morning I was up and saw a little boat near our ship. It was a little schooner. I asked one of the sailors what it was and he said it was the pilot boat. We were then about 150 miles from New York. As soon as the pilot came aboard he took charge. Whenever the pilot comes aboard a ship he is the master of the ship until the vessel gets into port. He is supposed to know where the shoals and reefs are and the currents. At last word came from the pilot, "We will be in New York tonight." The people went down into the hold. There was great excitement like the children of Israel getting out of Egypt people came up with their licks and their tin dishes and threw them into the sea. For a mile at the stern in the wake of the ship there was nothing but a streak of straw and tin dishes. The whole of the ship was buzzing that night. We were awakened next morning by the rattle of the chain cables and we cast anchor off Staten Island where the quarantine station was. Word was passed round that the doctor and his assistant would be on board at 8 a. m. We had to wash our hands and faces and look pretty. One man on board named Mr Johnson was very anxious as he had had illness on the way out. The doctor came along in due time, and we stuck our tongues out, not in an impertinent way but because he asked us to. We then were at liberty to go forward and saw a tug coming down to anchor. She fastened on to us and towed us to the landing stage. We saw a sloop of war that had just come in from California, and we were at rest 34 days after leaving Liverpool. Mr Neil MacLean of Port Arthur known to most of you came across the same year I did, and he was 12 weeks on the trip. It was an exceptionally fine and fortunate voyage for us.

I saw and tasted water-melons for the first time in New York. My father and uncle went up town in New York and carried back a big water-melon. I ate a little too near the rind and was not very well after it. In the evening we went aboard a little vessel, then we went up the Hudson and up to Albany. I remember seeing the Palisades there quite well. I saw my first mosquito there, that night on the boat. While the navigation on the Albany river was very smooth I got sick. The water-melon referred to was the cause. I could not look another water-melon in the face for many years. Railways were not exceedingly plentiful in those days. They were like steamers. A great deal of travelling was done then up the Erie canal by canal boat. On the canal boat by which we traveled there were 70 passengers. The vessel was not very large and the accommodation was not very good. It took us eight days from Albany to Buffalo by main power. Three people had to be taken off the canal boat at Rochester with cholera.

We got a small steamer at Buffalo for Port Stanley on the other side of Lake Erie. We were in Canada—the land of promise. The question was, who would go down and tell our friends of the steamer's arrival? My uncle went, and the second day after he left he returned with a party of our friends and relatives and on the 43rd day after we left Liverpool we were with our relations and friends in Canada.

P. S.—With his family Mr. W. C. Dobie settled later at at Sullivan, Ontario.

Mr W C Dobie came to Canada September 1849 moved to Owen Sound in October 1854, and to Bruce Mines in September 1860. He came to Port Arthur in June, 1872 and was appointed Police Magistrate on October 1st, 1880 a position he still occupies. He has been a resident of Thunder Bay for over 42 years.



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The Thunder Bay Historical Society

Fifth Annual Report

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PAPERS OF 1914

The Thunder Bay Historical Society

Fifth Annual Report

PAPERS OF 1914

The Thunder Bay Historical Society

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PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR Esq

Fort William Nov 27th 1914

To the Officers and Members ot the Thunder Bay Historical Society

I wish to make a tew remarks regard ing our presoot standing

Although we are not making great progress io increasing our member shlp we are doing wall in other re speete We hove gathered lo the an nuals over thirty valuable papers oo original pioneer matters euch as relate to voyageurs home narratives railway and shipping transportation mining and mail matters journellism militar lem librarlee sanitation and munlelpal affaire and geoeral local controver eles

We are now engaged In a very im portaot work—the ereetion of a grae lte monnment on whieh will be en graved a chronological blstory of the Canadian tur traders trom the early daye relating more particularly to tha Thuoder Bay Dietriet (see the Sou venir) The Tablet is heing placed on the piot ot land which occupied the eneloeure of the old North west and Hndsons Bay Companies Poet. It will stand at the intersectioo ot Melntyre and McTavish Streets as near the Kamlnistiquia Rlver as prac tleable The concrete tonndatioo with the granite base is now in place The polished Tablet is belug engraved by Mr Gladetone in Fort William Were it aot for the commencement of this appalling European War we would have had the monument compleled and in place before eow The work will eost ahout fifteen hundred dollars and it is heing erected through volun tary snbscriptions We have received ahout three hundred doilars eow al though we have not opened the real canvas on account ot the uneueal strain on the people to meet so many patriotic demands The contract was let and the work begun before the war started now we do ant expect to have it compieted hetore next May

Our puhlicatlons have heen eought after and this year our Society has heen invited to join the Louisiana His torical Society at New Orieens in celebrating the centenary ot the "100 years of peace We hove also been honored with letters from several so cieties askling tor copies of our pub ieatioo as from the

Washington Congress

State Society of Wieeonsin (at Madi son)

Western Reserve Historical Society of Cleveland and

Yale Uoiversity Library at New Haven Connecticut

Mise Mary Black has mailed to them copies at the Annuals also the Sou venir We have received some ot their publicetions and expect more

Mr Neil McDougall was Superin tendent ot the first telegraph lines bnilt in this Western country and has kindly sent us eoples of the first tele graphic messagee whieh passed over these lines with dates and other infor mation He has also offered to pre eent the Society with the originele

Mr W A Matheeon barrleter has presented us with the original Govern ment papers relating to the formation ot the Fort William Board ot Trade

I am pleased to preeent to the So eiety a framed photograph of the Hon. A McKellar Commissioner of Puhlic Works who let and nupected the first contract work in dredging the Fort Willlam Harbor in 1873

We have a comfortable room in the Puhlic Library to hold our meetings and are also supplied with a safe place wherein to store our hooks photo graphs curios eto through the kind neee ot Miss M J L. Black, City Librarian

In closing I wish to expreee my sin cere thanks to the officers and mem bers of the Society but more partieu larly to Mise Blach Secretary treas urer and to those who have contribut ed papers

PETER McKELLAR
President.

MISS M J L BLACK

Secretary's Report, 1914

MISS M. J. L. BLACK

Fort William, Nov. 27th, 1914.

To the President and Members of the Thunder Bay Historical Society:

I beg to present the following report as secretary of our Society.

During the year there were held six regular meetings, including the one of this evening, and two special meetings of the executive. The gatherings were all of a most entertaining and instructive nature.

Eight letters were received during the year from officials of various historical societies, usually requesting copies of our annuals. These were all attended to, copies of our reports being sent to the following: Department of Education, Toronto; John H. Coyne, J. W. Congdon, Library of Congress, State Historical Society of Wisconsin, University of Toronto, Ontario Historical Society, W. Smith, Ottawa; L. V. Rorke, Toronto; Brant Historical Society; Waterloo Historical Society; C. N. Bell, Winnipeg; C. C. James, Toronto; Clarence Warner, Napanee; Public Library, Toronto; Yale University Library, and the Louisiana Historical Society.

We have twenty-four paid up members and three honorary members at the present date, with twenty or more who are in arrears.

All of which is respectfully submitted.

M. J. L. BLACK.

TREASURER'S REPORT

RECEIPTS

1912		
Nov. 29—Balance in bank		$115 75
Nov. 28—Membership fees (Mrs. Graham, Mr. Horne, Mr. and Mrs. King, Mr. Vickers, D. McKellar, Miss Stafford, Mr. and Mrs. Perry, Mrs. Sherb, Mr. and Mrs. Russell)		10.50
1914		
Jan. 21—Membership fees (Mr. and Mrs. McKellar, Mrs. Lee, Mrs. Wacher, Mrs. Wink, Mr. and Mrs. H. King, M. Black)		7 00
Feb. 28—Membership fees (D. Smith)		1 00
May 1—Membership fees (Miss Dobie)		1 00
June 12—Membership fees (G. R. Duncan)		1.00
Sept. 25—Membership fees (Dr. Oliver)		1 00
Sept. 25—Donation for tablet (J. King)		25 00
Sept. 28—Donation for tablet (McKellar Bros.)		100 00
Sept. 29—Donation for tablet (H. B. Co.)		100 00
Sept. 29—Donation for tablet (Mr. and Mrs. G. A. Graham)		50 00
Nov. 21—Government grant		100 00
Nov. 25—Donation for tablet		
(W. R. Bertord)	5 00	
(W. Stevenson)	5 00	
(D. Smith)	5 00	
(J. Manion)	5 00	
		$532 25

EXPENDITURES

1914		
Jan. 22—50 copies of Times Journal		$ 2.50
Printing and cut of tablet		14 05
Feb. 28—Typewriting (Miss McDonald)		3 00
April 12—Printing annuals		107 00
Sept. 25—Printing souvenirs		31 50
Oct. 26—D. Gladstone (tablet)		150 00
		$308 05
Balance in bank		224 20
		$532 25

Audited and found correct.

M. ROSS GRAHAM
K. PERRY
Auditors

MISS BELLE DOBIE

Pioneer Women of Port Arthur and District

BY BELLE DOBIE

When the writer undertook to gather information concerning the earliest pioneer women of Port Arthur the interest in the visits alone was a revelation It was a study in the value of leading a busy life if nothing else Some of the older pioneer women were sewing mats knitting or patching quilts and doing various other work Port Arthur can safely say too that her pioneer women possess the most vivid memories We should not call them old pioneers for indeed all are engaged more or less today in the activities of the modern times In some cases it was interesting to look upon a few to prove that history does repeat itself when I saw the quilts being patched in the same old basket patterns and crazy work designs that are today much sought after Those old designs were used they told me forty fifty years ago and today are known as the arts and crafts designs In one case I met a dear friend I had not seen since I was almost a child Her interest in me and mine in her became intense It made me feel that we do not quite appreciate our pioneers in the right spirit when so much interest is overlooked almost at our door The accompanying contributions by earlier residents show many phases of the social life and its inconvenitinnality especially when the dusky maidens stole kisses from the bachelors and others on New Years Day

Mrs. William Nettles

One sweet old lady feeble only in physique, could tell everything mentally but from weakness of speech had great difficulty in making herself understood In order not to tax her strength too much she was not questioned very often consequently her reminiscences will be short and to the point The one in mind is Mrs William Nettles who in her old age is receiving the very greatest attention being cared for by a trained nurse She arrived in Port Arthur then Prince Arthur's Landing in the early seventies by the steamer Chicora At that time the passengers were landed by means of small boats She spent her first Christmas in a small house situated on the ground now occupied by St Joseph's Convent She remembers quite clearly a man by the name of Martin Teskey who walked all the way to Fort William to attend mass when Father Baxter was in charge Mr Teskey was a neighbor at that time employed on the erection of the Catholic church which was partially destroyed by fire Her husband Mr William Nettles who died about fifteen years ago was a member of the Catholic church Her only daughter Kate died over twenty five years ago which was a great grief to her as was her son Alex Nettles death which took place seven years ago The nurse in charge Mrs Burns describes Mrs Nettles as the loveliest sweetest and most patient of old ladies with never a murmur In age she is well never grouchy and informed the writer that she was quite prepared and happy over the thought of being called to the other world at any time I have a clear conscience she said

Old Time Parties

Old timers tells of many funny happenings but suppresses several of the funniest as they might seem "too funny" for the present day conventional social life She spent the winter of 1879 in Prince Arthur's Landing and since then has never spent one night of it She probably and without a doubt, has seen more changes entered into more pleasures happenings than most of people She says Rev J K McMorine of St John's

church later of Kingston preached the Christmas sermon December 25 1879 Miss Jennie Laird (first wife of the late G T Marks) was organist in the choir In the evening a family union with a few other friends composed a jolly dinner party at the home of Mr and Mrs Thomas Marks, the home since was burned down being situated on the vacant lot adjoining the Port Arthur club on St. Paul street In the party were Maria Wiley (Mrs W H Plummer) Miss Kate Marks Mr George Marks Mr Harry Wiley Mrs Andrew Wiley Mr Lynn Wiley Mr Fred Jones Mr Phil Coulter Col Ray The evening was spent in music anecdotes and the usual Christmas merriment The principal amusements in those days were skating snowshoeing teas and driving parties, generally started by Mr Phil Coulter who did the verbal invitation part and the ladies the rest The latter supplied spoons forks table cloths and other articles necessary They often drove to Fort William to the McIntyre home or the first McKellar home where a dance was indulged in It was no trouble getting up impromptu parties in the days mentioned especially on New Year's I received the first New Year's Day and had as many as fifty callers among them being John McKellar, W F Davidson Peter McKellar W J Clarke, W C Doble Robert Maitland D F Burk W H Laird (New York) Robert Laird W H Furlonge C E Jno Woodside Wiley brothers R. M Pratt J F Donelly, George Kennedy Col Ray and many others Many will remember Mrs Donelly and her hospitable family who kept open house another neighbor being Mrs Mary Munroe a Scotch lady, sister of Mr Maitland who kept a boarding house in a log building that in these days would be coveted by many for its quaintness and comfort She made a home for the "homeless grown up waifs" as they called themselves One of her special preparations at Christmas was a large round of pickled beef She always had this in readiness for lunch for the boys in these days dressmakers were scarce and all the women and girls made their ball dresses and other apparel The life in the days mentioned was truly unconventional and enjoyable

Mrs. Thomas Woodside

We came to Prince Arthur's Landing in the month of July 1883 the year we built the foundry and iron works This was then a busy, busy village no vacant houses to be had in nearly every home boarders or lodgers were kept. We were very fortunate to find our room ready for us in the old home with Mother and Father Woodside where we stopped until November and then an old friend Mr C Farrar moved down the line to the C P R. construction camps and we rented their home on Ambrose street We were glad to be there as it was so near to our shop. Times were quite brisk in those days too everyone apparently eager to catch every dollar Sometimes one felt there was hardly time to live I was often very lonely and only for my good old neighbor Mrs Mayes who lived next door I would have been much worse for my husband worked till late every night The first winter was a real severe one There were only a few days when the thermometer registered as high as zero The mails that year from the east came by way of Winnipeg Before that it came across the ice by dog team from Duluth It was an extra welcome sight to see a letter as they were so often delayed in those days There was no such thing as three mails a day About our first Christmas here all the Woodsides then living here had a family gathering There were Father and Mother Woodside Mr and Mrs James John Annie Mary, Bessie and my husband (Tom) and myself and our baby girl seven months old who was the most important one apparently in the gathering For dinner we had roast goose and chicken The latter was the pick of the well cared for flock which was mother's delight The vegetables we always knew were the best in the village as father's garden was the admiration of all the passers by and his special pride Weeds were not allowed to live there. We spent the day through looking at pictures and magazines and listening to interesting tales of adventure and experience told as only father could relate of the early days when all the villagers knew one another After all that which made great men and women in the past was the unconsci-

ous education of tales and stories told around the family circle When books were discussed and changes and events talked over far weightier questions were debated around the family fireside and threshed out thoroughly Christmas gifts were freely exchanged but a simple card or small gift was much prized then which now would not be thought worth carrying home How time changes as it flies by and now seem more happy than we were just thirty years ago

Ada Whitlaw (Mrs Thos) Woodside
December 5 1912

Mrs. Hugh Jones

Another pioneer not often met by the earlier or even the more recent arrivals in the country owing to delicate health is Mrs Hugh Jones who settled in the Thunder Bay District in 1873 Mrs Jones maiden name was Agnes Jamieson, hailing from Edinburgh Scotland later to meet her fate at Bruce Mines

In company with her husband who is still hale and hearty, she left Bruce Mines by the steamer Manitoba (long ago a wreck) for the Landing She had an thrilling experience in the way of storms, but in those days men women children cows horses sheep pigs or any other animal of fancy took passage on the same boat there being no other alternative Later on after Christmas which was spent quietly Mr Jones went out with the Wolseley expedition in company with James McDougall to build barges which afterwards plied backwards and forwards on Lake Mille Lac

Mrs Jones is the mother of eleven children also mother in law of Mr Gurney city treasurer and lived in a house for years on the hill near Wilson street and later in the house now used as a billiard room and peanut stand at the corner of Cumberland and Pearl streets Mrs Jones as all other pioneers told of the visits of the Indians on New Years day sometimes terrorizing the women and children. She resides today on Argyle street.

Mrs. Annie J. Barrie

(Written by Mrs. Barrie)

In the year 1880 the last boat left Prince Arthur's Landing November 12 leaving a small band of less than four hundred persons in the little village without communication with the outside world except by dog train via Duluth The mail was carried by Indians along the north shore of Lake Superior and was due Sunday morning Needless to say if the mail was carried by Jne was late the churches were poorly attended in the morning Christmas came on Sunday that year The churches (at that time three in number) and the Presbyterian lecture room ladies had been busy making ready for their annual sale of work, and gay and happy times we had at our sewing meetings held at the homes of members with refreshments served after The Methodists held their bazaar on Christmas eve and was followed by supper and a concert. The entertainment was held in the town hall which was destroyed by fire a few years ago The ladies served a good meal and the concert was taken part in by nearly all the local musicians later going up the hill to St Andrews church where Mozart s Twelfth Mass was being sung by a quartette choir Mrs Ryan a C P R contractor s wife, with a beautiful voice, taking the leading part Miss Jean Donnelly (now Mrs Fred Jones) Mr S W Ray from the English church and Mr P S Griffin from the Methodist church The music was good and would equal anything we hear in the churches today The night was cold but home with friends hot coffee and Christmas cake and a merry time made us forget a little thing like a cold night It did really seem colder in those far away days Christmas morning the Methodist choir gave a service of song the music taking its tone from the Christmas season Three members of the choir are still living in the city of Port Arthur namely Mr W S Beaver Mrs Thomas Penfold and Mrs A J Barrie organist the two latter being at that time the Misses Harvey Dinner was taken with Mr and the Misses Penfold and greatly enjoyed as was the pleasant evening that followed New Years Day was celebrated on Saturday December 31 All the ladies were at home waiting to receive and had their baskets at the door for cards It was rather an ordeal to have great sleigh loads drive up rush in for a mouthful of cake a drink of coffee and say good bye in a moment they were gone on many

calls had to be made They always visited the River as Fort William was known in those days Our twin city Fort William was then a Hudson's Bay post with the block houses and stockade still in use and only a few families living there. The gentlemen calling on that were inclined to take their duties more leisurely The boys from my brother's office (J W Harvey's Thunder Bay Sentinel) called themselves the hungry club and made good their name That evening the gentlemen gave an impromptu dance in the town hall the ladies receiving during the day being the guests The ladies also provided the music for dancing The Monday following the gentlemen received Mr A W Thompson Judge Laird and the Wiley brothers in the Wigwam as the place was called which stood on Water street south It was most amusing to the ladies to hear their words of Saturday repeated They were chiefly weather coffee cake the dance oh why such haste Looking backward I can safely say "that was the nicest winter spent on the

Bleak north shore with its legends old
And store of wealth as yet untold
Standing there like a sentinel brave
Marking time with the restless wave.

Mrs. M. E Bailey

Mrs M E Bailey formerly Miss Lizzie Vivian relates a most interesting experience in her first attempt to reach Thunder Bay by steamer Being a resident of Bruce Mines for several years she in company with her husband went to Marquette Mich for a short time returning again to the Bruce Mines before taking passage for Prince Arthur's Landing November 13 1872 by the old steamer Chicora, which in two hours after leaving the dock ran on a boulder in Bear Lake They were hard and fast on the rock for two days The steamer Algoma (No 1 and long ago a wreck) landed them safely at the Soo The Acadia was the third effort by steamer made to reach the Landing as Port Arthur was called in those days Among the passengers was the staff of Canadian Pacific railway surveyors Others were Mr McKenzie Mr Gingras and a Frenchman who went by the name of "Maggie Dandia" won from continuously singing the song The voyage lasted from November 13 to 27 The boat was covered with ice when they reached the Landing They were met by Mr J P Vigars and Mr W C Dahle who went out to the steamer in a row boat to welcome them. In the days mentioned larger boats could not land as there was no dock The package freight was loaded on a scow from the Chicora which was anchored a short distance out Mrs Bailey's first Christmas was spent in company with her husband Mr James Bailey (one of Port Arthur's first street railway conductors of 1872), her daughter Kate now in Winnipeg and her son Jim Bailey at the home of Mr and Mrs J P Vigars and their son Harry Vigars Like many other pioneers Mrs Bailey who now is as active as ever and ready for social affairs spent her first winter principally in the interests of her pioneer home her diversions from work being tea meetings and concerts

Mrs. Donald McKinnon

Quite often when old timers are told of a happening incidental to Mrs McKinnon of Regent street, Port Arthur they will exclaim "I thought she was dead long ago" Well she is far from it She is very much alive and seventy years young" makes others feel that it is good to be alive as well as herself She can entertain a caller in the most interesting way about things in general and is one of the good genuine old time Highland Scotchwomen with a little of the mother tongue still ringing in her voice the Gaelic There are none in Port Arthur among the pioneer women than the same Mrs McKinnon Mrs Nellies and Mrs John Ferguson (Lizzie Ferguson) that the writer finds an hour more fleeting with than these three within a stone's throw of one another Mrs McKinnon told of her first Thunder Bay experiences very interestingly She was Katherine McDonald coming originally from Argyleshire Scotland and to Canada later on to settle near Hamilton She as a great many other old timers took passage up the great lakes by the steamer Chicora on which trip were several men including

tng het bueband, whn had been work tng on the narruw guage rattway between Tornuto and Owen Snund who were on the way up tn wurb for Mr S J Dawson She was bete belure the Dawson rnad now called Red Rtver road was surveyed She llvnd five years tn the government yard where the hutel Prlnce Arthur now stands one nf the Canadian Northern s chain nf hutels from coast to coast She spent her first Christmas in the home mentioned Many nf the men around at that tlme were Gtengarry mee all Murdochs McDonalds McKenzles and nthers with Scotch like names She had several Chtlstmas callers Amnng them she remembers James Dlekson Mrs Lohh whn later was Mrs James Dlekson Mt Wtttam Webster Mt Joseph Ross Mr Sammy Wltcox and several of the Macs from Gten garry On New Year s day thirty two called She remembers the amusing and perhaps tantalizing habtt the squawe of the earb days had of kissing every man they saw nn New Year s day In tact made desperate efforts The Indtans in those days expected to come tn fot some nt the good thlngs, and invariably tea coffee cake candy and tobacco were pnt up tn parcels and presented tn them tt was the custom fnr years and qutte often they startled the whtte women Mr Hal stead was the Methodist minister then le charge My eldest children were baptized by Mr Black nt Kildonan though You knnw t was such a Presbyterlac said Mts McKlunon Her husband Donald Campbell McKlnnnn dled seventeen years agn She had a tamily of eteven six boys and five gitls nnw somewhat scattered Betta (Mrs Batdwin as far away as Spokane and Amute tn Manltnba) She latety patched a quilt for St Panl s new church and is nvet sev enty

Mrs. John Ferguson

Mrs John Fergusoc Regent street formerly Lizzie McGrath can boast nt being amongst the first ploneers hav ng come tn Fort Arthur in t871 when lt was called 'the statton She etalme Whttby as her girlhood homn leavlng thete when quite youeg to travet up the great lakes, afterwatd makleg her home wtth an ntd and wett knnwn pioceer Mr James Flaherty She took passage by the Chtcora A tug met her wtth several trlends who were aboard The first hutel was run to accnmmodate the mlners whn were emptnyed nt the Shunlah and nther mines supposed to be very promising She spent three days with Mt and Mrs Flaherty whn erected the first hutet Sometlmes hundreds nt men were hnarelng at the ptace At the tlmn given the 3 A and Silver Islet mines and the Ontarlo mtue neat Current River park were snnkleg shafts They fnund silver but nnt in paytng quantities nn all were soon shut dnwn Mrs Fergusnn s first house was nn Arthur street later hetng burned down The place was nppnslte W F Cnnbe s store where the New Ontarlo nnw stands Het first Christmas was a pleasant one The posstbtlity nf the C P R. was much talked abont durleg the day as the surveynrs were at the hotel and much wnrb was golng nn Among the guests at the Christmas dinner were Mr and Mrs Flaherty Mr and Mrs Glmmnus Mrs W C Dobie Mr and Mrs Lohh Mts Hunt (Mtss Lizzle Lobb) Mr W H Furlnnge clvtt engineet Mr Alfred Tennysnn a nephew nt the poet, Tennysnn Mt Savenew James Wnnd fine The dinner was exceedingly good with an ample supply of part ridge thes nn plentiful plum pud dlng and all other gnnd things that enestituted a first class Chtlstmas festival Games were ptayed Music was furnished by Mr Glngras C P R emnmissartat Others camped at the Kam were Mr Wtttam Murdoch Mr Michand and Mr Fofoerl Mr and Mts Ferguson whn are still ac tive tn work, bright and cheerful may he catted ptoneers but dn nnt look it

Mrs. Gtlby

Mrs Gitby Van Notman street be tng at one time a restdent on the waterfront nn South Water street, cannnt escape heing numbered amnngst the ptoneer mothers Her hnme was a rendezvnus for fun and metrtment amnng the young penple tf any of the girls wanted a new tdea in fine embrold ery nt any nther neeful needtewnrb tt was to (Mrs Daniels) Mrs Gttby they wnuld resort Tn make lt mnre intet estng attll she always served tea and cake

Mrs. J. L. Meikle

Like many others who can claim to be pioneers, having lived near South Water street or the vicinity of the city's water front at one time, Mrs. Meikle can tell a few if not many interesting tales incidental to earlier days. To prove the uswness and vagueness of idea of the easterner of transportation in those days the Meikle family left the east by the Canpane with the idea of traveling from Prince Arthur's Landing to Winnipeg by rail. However, travelling by this being more possible than by rail owing to the unfinished work of the road, they decided to settle in Port Arthur as it was looking pretty good to all. Times were good then—money was flush and the place of business which they started was well patronized by the hundreds of men who sought literature, musical instruments and supplies in general, the receipts of one day then being quite large as the place was booming, though not large according to population. They spent their first Christmas and first year in prosperity in a house on South Water street, not far from the mining exchange, the buildings then being amongst the most important on that street. Mrs. Meikle's home then as it is today was one which was a delight to enter through her hospitable and unconventional way of entertaining friends.

The Humphrey Family

Mrs. Sutherland (Mattie Humphrey as she was nicknamed), was a very popular pioneer daughter of a very popular pioneer mother. (Mrs. Jane Humphrey, wife of Mr. Scott Humphrey, now living in the Okanagan Valley, B. C.) The family circle was a particularly interesting one. The home was a great haunt of the women editor's when a school child who remembers clearly the various teas she attended especially the fried potatoes Mrs. Humphrey used to chop so fine and turn over and over with a fork until they were evenly browned through and through. Mr. Sutherland is the only one residing in Port Arthur, one sister, Mrs. Kane, being a resident of Fawcett street, Winnipeg, and Mrs. Donnelly (Nelly), living in the west. She visited Port Arthur two years ago.

Mrs. Katherine Rapsey

Coming to Silver Islet by the steamer Chicora from New York as early as 1872, Mrs. Katherine Rapsey, wife of the late William Rapsey, can tell very interesting tales of pioneer life particularly that at the Shuniah mines. After living at Silver Islet two months they decided to move to West Shuniah. On the way to West Shuniah they put up at the Mining Exchange then kept by Mr. and Mrs. Ward and still in existence today. At the western mine was an hotel run by Mr. Ned Kitto, and at the east Shuniah one kept by Mr. Everington, better known as captain of the mine. The second Christmas was spent with Mr. and Mrs. John Andrew, who had come shortly before from England. Mr. and Mrs. Bailey were also residents at the mine then. Mrs. Rapsey said: "Our principal amusements at the mine that winter were surprise parties, in fact the people from the Landing (now Port Arthur) used to drive out, among them being Mr. and Mrs. Amos Bowerman, Mr. and Mrs. "Rightaway" McDonald, a contractor on the C. P. R., Mr. and Mrs. James Woodside and many others I have forgotten were with them. Others I remember as being residents were Captain Nichols and family, the Caseys, and Mr. and Mrs. V. Nichols. The houses at that time, a few of them left yet, were made of logs. We left the Shuniah for New Brunswick, residing there six years, the only time except the trip I took to England that I have spent out of Port Arthur since I came to it forty years ago." Mrs. Rapsey has in her possession today two writing desk-like boxes which were presented to herself and to her husband by a neighbor who lived in one of the big houses mentioned. They were gifts for Christmas, are very quaint, with inlaid work, and very complete in their places for pen and ink and other little corners for stowing treasures into. This neighbor was Mr. Pearce, who was so clever at this craftsmanship. Mrs. Rapsey is among Port Arthur's many active and bright pioneer mothers having three daughters whose companionship is much enjoyed by their mother, and with one of whom she makes her home.

Mrs. Chisholm

Dear Miss Dohie —Muther asked me to write you as she had promised to let you know about grandma's first winter spent in Port Arthur The first house grandma lived in was one on Water street owned by Mr Vial and that was where she ate her first Christmas dinner The first meal she had in Port Arthur was at the home of Mr and Mrs Hagenek Grandma has been very ill since you were in Nipigon

PEARL CHISHOLM

Nipigon Oct. Dec 1913

Grandma as mentioned by Pearl Chisholm a resident of Nipigon is making her home with her daughter Mrs Chisholm but residing so many years in Port Arthur still claims Port Arthur as her home In the earlier days she was surrounded by a family of eight or nine They were a most united one nearly all having sick names There were Jole, Mar Sal Bid Fed and Han Jack being the only one that possessed a name not suited to an abbreviation such as Han for Henry and Sal for Sally Mrs Harris' husband who died several years ago was a builder and clever with his tools in many other ways Grandma Harris has from the earliest days been famous for her "saffron loaf" and at Christmas time sharing her baking with friends Today she is cared for by two most devoted daughters who seldom leave their mother the latter being the most of the time indisposed — E D

Other Active Pioneers

Other interesting women of pioneer days engaged in the activities of the day are Mary Markwell a noted journalist now in London, England Mother Vincent of St. Joseph's Convent Mother Monica of St Joseph's Hospital Mother Depassie founder, Jane Watt (Mrs. Willard now of Nipigon a sister of Mrs Walpole Roland) Mrs McGillis Mrs Foote Mrs Fitzgerald now of Winnipeg Mrs Peter Trunkley Mrs Bowerman Mrs Delbridge Mrs Stocks Mrs R Nichols Mrs Grille Mrs Hamer Mrs Neil MacLean Mrs Smellie Mrs Kittie Mrs Roach Mrs R. Fox Mrs Allan McDougall, and many others of the more recent pioneers

Mrs. Davidson

It is difficult for me to remember anything of interest about my first Christmas here so many things have happened since that I have concluded it must have been a quiet and uneventful day with me I arrived here early in May 1872 with my first husband William Eedes We came from Hamilton Ontario where we had spent our first winter in Canada having arrived there the year before direct from Liverpool. My first voyage across the water was an eventful one We were passengers on the "Fitzhury" on her maiden trip across the Atlantic At the mouth of the river St Lawrence the boat struck a rock while running in a heavy fog The passengers were all taken off the steamer to Apple Island where we remained three days before a tug was sent to bring us further on our journey I will always remember the excitement of that time when the women and children first were put off in the life boats, and when I with my little daughter (now Mrs G H Slipper) in my arms was put into the boat with the other women and children leaving my husband standing on the deck of the doomed steamer

When I first saw Prince Arthur's Landing I felt that I had been cast into a wilderness and the day the last boat left and we realized that we were to be cut off from all communication with the outside world— I thought it the most sorrowful hour of my life and I remember spending that day mostly in tears My first home was on Pearl street, but there was no street and during that first winter we had to depend upon the good services of a neighbor who used to break a path through the deep snow for us to get down to Cumberland street. My husband Mr Eedes opened a bakery and confectionery store on the corner of Park and Cumberland streets and as there were no streets named then he was the first to name a street, which he did by painting on a piece of board the name Park Street and nailing it up in front of the store

When I think of my first Christmas I picture a little group of shacks for there were no houses and a dreary outlook a winter of very heavy snow and bitterly cold—that is my remem

branes at my first Christmas in Port Arthur in the year 1872

SARAH DAVIDSON

Mrs. Penfold

October 1872 was the first month I experienced in Port Arthur as a pioneer the place in those days going by the name of Prince Arthur's Landing At the time mentioned I was Nellie Harvey claiming Strathroy as my former home I ate my first Christmas dinner at the home of Mr and Mrs Richard Nichols Other guests were my brother Mr J W Harvey now at Monrovia Cal and my husband Mr Thomas Penfold The home of the host and hostess was situated near the shore on South Water street and after used as a coal office. My first home in which my brother shared was situated on the present vacant lot near the house now occupied by Mr Richard Vigars A few months after we moved into a house on Pearl street, opposite St John's church My first winter was spent chiefly in working for bazaars concerts and other schemes for raising money for the church I received the first New Year's Day and had many callers calling at that time being the custom of the gentleman Church going and choir practice was the usual diversion from the day's routine of work Mrs Beaver is the only woman in the city today that I can remember as having been a member of the choir I mention My first Christmas afternoon was spent in out of-door skating at the south end of the village—now a city of many thousands —NETTIE H PENFOLD

Mrs. Cross

Silver Islet Nov 21 1913

Dear Miss Doble—Mother remembers very little about her first Christmas here (1871) The men quit work at four o'clock the day before and each man was given his choice of a bottle of beer wine or whiskey There was an intoxication on Christmas day however The young people spent the afternoon skating and of course there was the usual amount of Christmas good things The Indians called for their gifts of cake and candy and everyone was happy and contented

Mrs Gillis Pearl street Mrs Alexander McPherson Fort William and I think Mrs Allen Whalen Van Norman street (Jim's mother) were here at that time These women can tell you more than Mother possibly

I am yours sincerely

MAGGIE CROSS

Mrs. Chase

My first Christmas in Port Arthur was the Christmas of 1882 and was rather lonesome in some respects I promised myself then it would be my last but the promise I never fulfilled as I have spent nearly every one of my Christmas seasons in Port Arthur When I saw the last boat go out that fall I thought my last friend had gone as the only way to get away was by dog team to Duluth a rather inconvenient way of traveling I ate my first Christmas dinner with Mr and Mrs George Clarke who within the last year have been called away to the great beyond After dinner in company with four other friends I went for a sleigh drive to West Fort which proved to be very exciting before we returned The drive over was made without mishap but on our way back the horses ran away and the sleigh overturned Not having conveniences we enjoy today in the shape of street cars it was up in us in walk which proved very tiring About two miles from town we overtook a man driving with a load of wood in town We asked him if he would let us ride as we were getting very tired He politely informed us we could upon payment of fifty cents each Although this was expensive we climbed up and rode as far as Bay street, which was then considered to be a long way out of town From Bay street we had to walk home It was a tired bunch that arrived home at about eight o'clock That winter we amused ourselves at skating and snowshoeing but it was very lonesome at times This I think dear editor is about all Wishing you a merry Christmas I am

CHRISTINA M CHASE

Mrs. N N. Stewart

My first trip to this country in the year 1874 was as a bride on my honeymoon trip My husband and I came by the steamer Frances Smith which was commanded by Captain Tate

Robinson We were four days and four nights on Lake Superior coming around by the north shore and when we arrived at the Landing had to be rowed in to the shore The Queen's hotel at that time on the site of the Marinngi had a tent roof the construction work being finished later in time for winter My first trip to Fort William was over a floating corduroy road The only buildings then which was forty years ago, at Fort William were the Hudson's Bay store the McIntyre home the McKellar home and one or two other small buildings Everything around the Fort at that time was characteristic of the Indian On the parts of property which today is a principal street of Fort William the Indians could be seen going around with their canoes the ground near the river was so marshy and the water so much higher seemingly Dozens of cannon were then placed along the river many of which are to be seen on the grounds of old timers today White families were not very numerous not many apart from the McIntyres and the McKellars The Indians were around with their birch bark canoes shooting ducks This to me was very interesting My husband (Mr Nat N Stewart) went through at the time of the Wolseley expedition We lived for nearly forty years in the vicinity of Pearl and Court streets The first house was in a swamp and my husband in order to get material in to build it had to cut down the trees of the swamp to make a road for the wagon with which to haul it in Mrs John Ferguson was my neighbor for years and my first one

(MRS) R STEWART

Mrs Nat N Stewart who gives such an interesting account of early day life has always been famous for her excellent way of making Christmas cake She taught and befriended many of the pioneer daughters in their first attempt when they were struggling over the chopping bowl among them, the editor of the Woman's Page Monday December 15 1913 at three o'clock she was making the same kind of cake in preparation for the twenty fifth when the writer called on her She has made many people happy on Christmas—and will for many years to come —E. D.

Absent Pioneers

The write up of "the pioneer women" is limited to the pioneer mothers still residents of Port Arthur with the exception of three namely Mrs Joseph Ross now in Edmonton with a daughter Mrs W A Brown (Miss Lillie Ross) Mrs William Harris and Mrs John Casey of Duluth daughter of Mrs A H Knutson of Fort William (Edith Casey) We could scarcely mention pioneers without thinking of Mrs Ross whose home on Water street for years was one of hospitality and a delight to visit. Mother describes the character of this delightful woman more than any other word could possibly express The same can be said of Mrs Casey who in her advanced years takes a keen delight in paying the old haunts a visit once in a while The same can still be said of Mrs Harris who very recently enjoyed a jaunt from Nipigon to Port Arthur

Some of Those Who Have Passed Away

Among those who passed away several years ago and some very recently who could have told even more of the bitter-sweet of the early days are Mrs Thomas Trethewey Mrs W C Dubie Mrs Basil Guerard Mrs J P Donnelly Mrs John Andrew Mrs William Vigars Mrs Julin Mrs John Gray Mrs Scott Humphrey Mrs Sickles (mother of Mrs Thomas McAuley of Calgary) Mrs M Healey (mother of Mrs Ellis Gurnett and Mrs Gatewood Vancouver B C) Mrs Fox (mother of Mr Richard Fox) Mrs G Clavet (first wife of Mr George Clavet and mother of Mrs J E Cauchon (Una Clavet) now of Edmonton Alberta Mrs Evening senior and Mrs Vial mother of Mrs Stephen Jones (Winnie Vial) of Duluth Mrs Dickson Mrs St. Louis Mrs Bonin Mrs W J Clarke Mrs. James Flaherty Mrs Vigars senior (Grandma) Mrs Geo Clarke Mrs Roland Mrs W H Langworthy Mrs John Cooper Mrs Edward P Langrell Mrs Woodside senior (Grandma) Mrs Woodside first wife of Mr James Woodside Mrs W P Cooke Mrs George H McDonnell Mrs Hasting and Mrs M Dwyer and Mrs Fortuni senior Mrs Mary Munro sister of Mr Robert Maitland Mrs Fortune Mrs John Cooper

The Thunder Bay Harbor

BY PETER McKELLAR

This Paper Treats of Some of the Critical Crises Through Which the Twin City Harbors Have Passed

The Fort William Harbor was on the Kaministiquia River which enters the bay in three branches The river channels are miles in extent, and the bottom consists of stratified clay which required to be dredged in many places to accommodate shipping

The Port Arthur Harbor was situated on the shore of Thunder Bay about three miles from Fort William and consisted mostly of rock and hard pan which necessitated the building of piers and docks out into the open bay and backwater protection to accommodate shipping

The Port Arthur people contended that a harbor could not be made and kept open on the Kaministiquia River as the bottom consisted of shifting sand and silt that would fill in as fast as dredged and of course any developments made there would be money wasted

The Fort Williamites claimed that the river bottom was not shifting sand and silt, but stratified clay the best material possible for harbor purposes and that the Port Arthur harbor bottom was hard pan and rock and the cost of enlarging its capacity compared with that of the Fort William harbor would be as the cost of excavating rock compared with dredging clay

It will be seen by the above that the two parties were directly opposed to each other and being human some of course carried their aggressiveness beyond reason and thereby gave cause for bitter controversies which continued for about thirty years Yet, for all that the people of the two places continued friendly in a social way

There had been many efforts made to put a stop to the dredging in the river The late Mr John McKellar ex-mayor was chiefly responsible for keeping the dredging going He persevered and succeeded under strong opposition in securing from the Government a small appropriation for dredging the river on nearly every occasion that Port Arthur had received an appropriation for the Port Arthur harbor The late Mr S J Dawson then M P for this district and a resident of Port Arthur helped the mayor very much in securing even these small appropriations which no doubt were the chief means by which the river harbor was kept from being effectually closed to heavy shipping for many years

There were annual delegations to Ottawa and Toronto from the Twin Cities or Towns while the Parliaments were in session As was usual in those days the late Mr Thomas Marks headed the Port Arthur delegation and Mr John McKellar headed the Fort William delegation Each of them had been a municipal councillor reeve and mayor Besides these, many others on each side were active in these controversies On one occasion the Fort William delegation was in Ottawa and succeeded in getting the Government to promise an appropriation of $15 000 for dredging the river Then they left for Toronto to attend to the Provincial affairs Some afterwards Mayor McKellar received word that the Fort William appropriation was left out of the estimates He took the next train for Ottawa Mr Dawson M P was greatly surprised to hear it but on looking up the matter found it was true He said We will see Dr Tupper Minister of Public Works, about it Dr Tupper after consideration said he could fix it We will make one harbor of the two and issue an order that $15 000 of the appropriation be applied in dredging the river In the spring when the dredges started work in the river many were surprised as the appropriation did not appear in the estimates in the regular way

Now after the smoke had cleared away it appeared that each party did believe that developments made in the other harbor would be money wasted and that the only way to prevent such waste of money was to get the Government to stop development—in the case of Port Arthur stop building

docks and piers and in the case of Fort William stop dredging the river. The Fort William people had little weight in holding up the Port Arthur developments as during the early developments there were more stranded boats to be accounted for in Fort William than in Port Arthur on account of the natural conditions, along with the want of proper buoying in the river. Again the Government would naturally favor Port Arthur on account of nearly all the local Government officers being stationed there. On the other hand Port Arthur influence was strongly used to stop the dredging at Fort William and very nearly succeeded on several occasions. I will only refer to a few of those crises in this paper.

On one occasion, in 1881 the railway contractors Perell and Ryan were to get in the winter supplies to the new warehouse at West Fort William. The Canadian Steamboat Companies refused to bring the supplies in to the river, wanting to land them at Port Arthur claiming that the river channel was impassable by reason of being filled in with silt. We knew it was not true, but there was nothing left to do but try to get an American boat to come in and prove it. As luck would have it, the excursion boat "Pearless" of Chicago a much larger boat than any of the Canadian boats, made fortnightly trips around to Duluth calling at Port Arthur on the way. I met the boat at Port Arthur, Mr. Allan McIntyre a boyhood friend of mine, was captain, and I prevailed on him to run his boat into Fort William on his next trip which he did, running four miles up the river to West Fort. He had no trouble and he ran in and brought some supplies to the contractors on the next trip. I know this to be true, as it was I who piloted the "Pearless" in to the river on that occasion. After that the Canadian boats brought the freight into West Fort without any trouble.

I might mention that the Government did not buoy the dredge cuts inside the river, neither did the municipality. private parties had to attend to it by driving tamarac or spruce poles about 16 feet long into the bottom on each side of the cuts, with colored flags on them.

On another occasion the Government ordered the light houses on the Kaministiquia River to be closed and destroyed, but Fort William made such a rumpus about it, the light houses were left, but Fort William had to furnish the up-keep and keeper for some seasons. Had the order been carried out, Fort William harbor would have been closed to shipping for many years at least.

These dissensions continued for years. Finally in 1906 there appeared on the scene a wise Minister of Public Works, Mr. Hyman. He laid out an elaborate plan for a great harbor covering the two harbors.

The work was soon commenced by the Great Lakes Dredging Company, starting five large dredges to work in the Kaministiquia river. Once this great work was started the people took it for granted that all trouble about the harbor was over until the report of the season's dredging by Government Engineer Temple appeared in the spring of 1907. Then the people of Fort William were struck with consternation. This report showed the Fort William contention about the harbor to be wrong, and if the Government accepted the report as correct, Fort William harbor was doomed. I knew the showing in the report to be entirely wrong, and wrote the following letter which will explain matters and published it. I mailed marked copies to the Premier, Minister of Public Works, our M. P. and others.

The Morning Herald, Aug. 8th 1907.

RIVER DREDGING

Editor Morning Herald —

Dear Sir, I see an article in the Herald of July 31, "Good Work by Dredging Co." which gives valuable information and also information that is false and casts a libel on our magnificent harbor. It shows the great work that is being done by the five great dredges constantly at work from about May 1 until December and removing about 5,500,000 yards of material during a season, it states. Constantly as these five dredges are kept at work, however, it must be understood that an accumulation of the same material is constantly being deposited along the beds of those rivers, and that in all likelihood, so long as navigation is carried on the dredges will have to be

kept hard at it and always at it." This would infer an annual expenditure in dredging of $500 000 to $1 000 000 after the harbor is completed which is an absurdity The facts are that there would be little or no dredging required for many years unless for the purpose of further enlarging the accommodation The materials that the dredges are now engaged in removing are almost entirely the stratified clays that were deposited long ages ago in deep waters before the existence of the Kaministiquia River below the rapids As the waters lowered and the valley bottom appeared above it, the flow of waters from the high lands back commenced cutting the river channel by cutting through the surface sand stratum and in to the clay strata, continuing it out as the waters receded until the present time

The river is comparatively deep and the current flows back for 10 or 12 miles to the rapids and of course only light sediment would reach to or near the mouth of the river which would naturally be removed by the recurring freshets In proof of this examine the bed of the river and (with few exceptions) you will find it to consist of the stratified blue clay

Of course it is understood that some of the heavy material from the surface sand stratum would be washed in with freshets and the swash of steamers That would be trifling as the clay strata for the most part reaches higher than the freshets high water mark

According to natural conditions the above showing is practically correct, and from my experience I am convinced it is For many years I was one of the parties who attended to marking out the channel or rather the dredge cuts through the channel by driving long spruce poles with flags on each side of the cuts

The first cut through the bar at the mouth of the river was made in 1873 by the Williams Dredge Co of Duluth It was narrow and about 11 feet deep Capt Symes brought the first boat the Manitoba into the river that same summer The river was not again dredged for seven years yet the same class of boats continued to come in but occasionally had trouble by reason of the slight narrowing of the cut by the lateral wave wash On account of the continued enlargement of the boats from a draught of 10 feet up to 20 the cuts through each shoal had to be redredged to increase the depth and width stage by stage The enemies of the harbor represented the cause of the redredging to be the refitting of the channel and even the people of Fort William, with a few exceptions, believed it

When the narrow cut 40 feet, was exposed through the bar to the waves and storms for seven years and then only partially filled in although unprotected there need be no fear of the expense of keeping the harbor opened when enlarged as it is being done now When completed especially if protected by walls at the mouth there will be little or no dredging required excepting for further accommodation or enlargement

Yours etc,
PETER McKELLAR

The development went on and the engineer's report disappeared from view whether my letter had to do with it or not I do not know About a year afterward I was called by phone from Port Arthur by the said engineer He asked for a copy of the report I made in 1907 of the harbor I said I think I have it in a scrap book at the old home He wanted the copy as he said the showing in it is all right To cut things short I found the copy and he had got a newspaper with it in at Port Arthur After reading over the report he was very emphatic about the correctness of my showing on the harbor conditions that is that the bottom of the river is not shifting silt and sand

At one time I did not believe but now I do fully believe that the Government engineer was honest in the report he made but certainly he made a mistake in accepting and making his report on the opinions of irresponsible persons instead of awaiting another year for his own examination and experience

After reviewing the whole situation I have come to the conclusion that each party was right and also wrong—right when he defended his own harbor and wrong when he tried to condemn the other harbor

Now that the two have been developed we find that together they form a grand harbor one of the most convenient and commanding harbors on the Great Lakes

PETER McKELLAR.

The Newspaper

BY D. SMITH

It has been the graveyard of the ambitions of thousands of men who have devoted their lives to it. It has taken toll of the best that is in man and then thrown him to one side—a worn out wreck a thing of no further use. It has taken into its tender arms a few men and made them powerful in local and national affairs. It has been the medium of wealth and comfort. It has been the stumbling stone of fortunes and has blasted the hope of individual and family. It has taken the men of little education and made of him a great power. It has tossed the man of education into the human scrap heap. It is a wonderful thing the newspaper. It is a loving mistress it is a brutal taskmaster it is hateful and it is lovely it is all things that may be encompassed in the gamut of human emotions and passions. As it is in its world field so is it in its restricted field of localism. Here at the head of the lakes men have embarked in the publishing of newspapers many of them indeed and the oldest daily in existence has not yet seen a quarter of a century pass over its head.

Probably the first paper to make its appearance here, that is the first paper printed from type, was the Sentinel of Fort Arthur, a paper launched by Michael Hagan and called the Sentinel. The ambition to have a paper in the community however was ripe two years before the appearance of Mr. Hagan in 1874 and there is still in existence the first subscription list ever drawn up on the north shore of Lake Superior. This document shows that the public spirited citizens were willing to risk the sum of $459 in a newspaper venture. True they desired repayment of the advances in "printing and advertising". No person claimed the fund and it remained for Mr. Hagan to be the first to the field. He lasted a few years and then went west, the Sentinel continuing as daily or weekly until 1888 when the sheriff sold the plant and it was removed to the Sun and if there is any of it left, forms part of the Soo Express plant.

To make the history of Fort William and Port Arthur newspaperdom complete I must refer to a period fully covered in a previous paper by Mrs. Perry when early attempts at supplying news and amusement to the few inhabitants here at that time was accomplished so well by a group of Port Williamites named Miss Groom, editress, Mr. Peter McKellar, artist and printer, Mr. Archie McKellar and others. The paper published was called the "Perambulator" and as its entire production was with pen and ink, needless to say the number of copies of each issue was limited. Its circulation however included everyone in the two villages as it was carefully passed from hand to hand.

Of course the "Perambulator" had nothing but nice things to say about the cities across the river at Prince Arthur's Landing and not to be out done in progressiveness Messrs. C. S. Marks, G. A. Holland and W. W. Russell, artist, produced the "Thunderbolt," and a merry war of wit and sarcasm was continued from week to week the location of the C. P. R. being the matter in dispute.

In 1877 two young men as already recited in a previous paper unloaded a small printing outfit on the banks of the Kam and sent a weekly craft out upon the sea of journalism. The wolf howled at the office door from the first and one of the youths sold his interest and departed. Then the other went his way and the sea remained unruffled for two or three years. Frank Graff was attracted by an offer of $500 loans and launched a weekly called the Herald in 1882 at West Fort William. A couple of years later found him and his plant at Port Arthur and that town then booming had two papers. The ownership of the papers changed several times and when the writer joined the staff of the Herald in 1887, Webb and Wood were running that paper having succeeded James Dickinson formerly of the Toronto Globe a gentleman who had found his troubles in the newspaper office. D. F.

Burk and James Conness owned the plant when I first knew it

The trials and tribulations of producing a paper in those days from a mechanical standpoint, were at times bordering on the ridiculous Housed in a building once used for a boarding house in which it was stated that several men were badly frost bitten though bunked closely to the stove where miniature snow drifts remained from late fall till early spring It is easy to imagine some extremely funny situations We remember one wintry day when the hose had laid in a supply of green slabs to fire the lonely and decrepit wood stove that it was found necessary to install a small oil burner in front of the stove as a silent but expressive argument that the slabs were in bad repute with the boys and D F arose to the occasion and purchased a load of logs and borrowed a cross-cut saw so that we might warm ourselves

It was just after I essayed the task of devil on the Herald that I visited the printing office at West Fort William where after a merry fight between Graff and Captain Sidney Smith in 1888 over the possession of the Echo Harry D Lee had succeeded to the captaincy of the craft, changing the name to the Journal

It is a long time ago and yet it seems but yesterday But, since the dawn of that yesterday what wonderful changes have taken place Where were a few straggling buildings alternated by forest and bush swamp and rocks now are examples of the builder's art of which any city might well be proud where were ruts plashing mud far into the summer months now are miles of paved streets bearing the traffic of a metropolis where was naught but bush now are farms where was but one railway in its first days of struggle now are three railways stretching their bands of steel across the continent and in place of twelve passenger trains weekly now are almost that number daily carrying thousands of souls in place of the tens that then travelled east and west.

It is something to have taken a part in this wonderful transformation and to all those my colleagues of the past and present I reach out a hand of fellowship and declare that to the newspapers is due no small measure of credit for what has taken place notwithstanding what may be the hysterical opinion of some the newspaper is true to the community which makes its continued existence possible

Let me now go back to a time when Port Arthur having had its dailies and its days of prosperity had fallen upon evil days Its papers had felt the pinch, and F B Allan who had leased the Herald from Mr Burk handed it back to him and the office was closed and the Herald printed at the Journal office Fort William

The concentrating of the C P R interests at East Fort had induced practically all business men of West Fort to shift the scene of operations to this point Mr Lee had died a few months previously and his widow who had conducted the business for a short time on Dec 6 1890 sold to T W Rutledge a practical printer and James McLaren a well known citizen still with us and those gentlemen migrated with the plant to East Fort. Mr McLaren handled the business end while Mr Rutledge looked after the mechanical end and a Mr W H Cummings wielded the editorial pen and did it to the queen's taste for he stood for Fort William first last and all the time The writer was employed on the Journal for some months during this time This was when the great boundary war prevailed and I remember a brochure written and issued by Mr Cummings in which he repudiated with all his soul the pretensions of the neighboring city to that territory lying along the lake front and afterwards incorporated into Fort William

With the death of Mr Cummings came the late T A Bell into the newspaper field He was a contractor but one of those men who can do many things well He saw a chance for a daily paper and on January 21 1893 bought out McLaren and Rutledge and continued the paper as a semi weekly until October 12 1893 when he started a daily He established an office in Port Arthur under the charge of the late T A Keefer who was succeeded upon his death by Hull Austin who retired a few years later to enter another line of business A M Frank then took that end of the business and with the assistance of staff members has held ground well for the Times-Journal up to the present

It is natural that, lying so closely together the history of newspaperdom in

these two cities should interlock I cannot possibly give but the briefest mention to much that would be of interest For instance previous to his retirement from the field at the head of the lakes Mr James Dickinson had conceived the idea that Fort William required two papers and he essayed a paper which he called the Echo the first issue being on November 11, 1893 It was printed at the Sentinel office at Port Arthur part of the time and part of the time on a press which had been installed above a Chinese laundry in Port William The Echo died out and the Sentinel ceased its watch The publishing of the Herald was taken up by Mr Allen who killed it and the Chronicle was born The latter ran as a daily for nine months and then dropped out, taking its place with the semi weeklies and again stepping into the daily parade some eighteen months later where it is today but under different management Mr Allen having sold his interests a few months ago In the meantime the Daily News had made its appearance in Port Arthur and still is So much for Port Arthur Now we will come back to Port William where we left T A Bell as the new owner of the Journal

The writer re-joined the staff in 1893 and was put in charge of the mechanical department and had the distinction of setting up the first heading for Fort William's daily newspaper

The Journal was an aggressive exponent of Port William's strategic position and rightful claim as a coming great city and it was to no small measure due to Mr Bell's energy through his newspaper a few years later that Port William's first industry the Ogilvie Flour Mill, was located here This event occasioned the first special illustrated edition ever gotten out in this city

In June 1895 Mr Bell was induced by friends in Winnipeg to take hold of the Nor'Wester now the Telegram and sold the Journal to the writer and Mr T W Rutledge who in the meantime had rejoined the staff but as neither of the purchasers had any capital the deal being sealed with notes it was soon apparent that with the very small volume of business going through at this time—which will be remembered as one of great business depression—the buyers thought it best to cancel the agreement

Mr Bell continued the operation of the paper for another eighteen months with Mr McNally as news editor and the writer as manager Mr Bell finally disposed of his interest in the Nor-Wester and engaged in life insurance in Winnipeg directing the Journal from that city Mr B G Hamilton having replaced Mr McNally was in charge of the news and editorial.

Mr Rutledge severed his connection with the paper and started a job printing office and, in 1899 prevailed on the writer to join him in the publication of a semi weekly which was called the Times —the first issue appearing September 23 of that year F E Traulman of Niagara Falls was engaged to handle the editorial and news department. The plant was housed in a new frame building erected by Rutledge & Smith on the present site occupied by the Times Journal building The paper was a small five column affair pubished twice a week and was well received by the public but was not a financial success as the field was too small for two papers Two months after the Times was started Mr T A. Bell was stricken with a sudden illness resulting fatally and the Journal plant and business was thrown on the market

By considerable strenuous financing Rutledge & Smith acquired the paper and immediately commenced issuing the paper from the office of the Times, under the new title of the Times-Journal the first issue being Nov 30, 1898

The financial load was a heavy one, and it was found necessary to form a stock company to provide the necessary capital Mr E A Marton's aid was secured and quite a number of local people subscribed small amounts Dr T S T Smellie was approached among others—and he made the proposition that the prospective shareholders be dropped and he be allowed to take a one half interest This was arranged and Dr Smellie remained as president of the company for some years A fine new building was built, and large additions made to the plant. Dr Smellie finally secured all the

stock of the luetltuttoe and le 1908 he sotd the husteese to the preseet owners

Large adtttions were made to ths glant and the portion of the huttdtng tormerty occupled by Dr Smalltle's drug store was taken tor the newspaper

We will retrace our etope to throw a ttttle more tight on the actuat condttions when Mr Botl took hold of the Journat It was being prlnted on a Washlegton hand press which with the hetp ot three or four persoee had a productlon of about 250 sheets printed one side per hour Mr Bell at once put tn a eteam plant and large prese whtch had a capecity of 1000 eheets printed one stde per hour Mr Bell also lnetalled from the electric raitway the first etectric llghts in Fort Wtlham The first type-setting mach loe tn ihts dlstrict was atso installed

Messrs Rutledge & Smith tnstalted a larger and better press totder and the eteam plant was supplanted by a gasoltne englee whtch I betleve was the first tn the city

Under Dr Smettte's part ownershtp a ettit more modern press was tnstatted which gave a productloe of 4500 completely fotded 8 page papers per hour

Under the present company's owenership the first modern type setting machlne lo the two clttes was tustatled the first modern cytinder press tor joh prlutug and many other features which have kept the plant thoroughly up to the mlnute and in advance of any other prieting glaot

Just this year the press purchased in t907 has been reptaced with oue of R Hoe & Co s tatest models capahte of producing a 32 page uewspaper comptetely printed totded and counted at one operation and if necessary in more than ons color Whereas the old machine would produce only an eight page paper the preseat machlns will produce a 32 page and whereas the old machlne would prlnt only 4533 papere per hour the uew machlns will prodnce 25 000 per hour

In 1890 the Journal was publlshed from the huttdlng now ocupted hy a frult store corner of Bredle and Victoria Ave

In t893 Mr Bell removed the ptant to a hulldtng then owned I believe by the late Slr Wm Whyte on the corner of Simpsoe and Victorta and now occupied hy Gerry Bros hardware etore

We will agatn retrace our etaps to recount the history of another newspaper

tn the epring of 1905 the field looked enttcing to two westere nswspapsr men R G McCntsh and C D McPherson and they started the Herald as an eveuing paper the office being that now occupted by a creamery on Brodte street They fouod the going pretty hard but to add to their worrtes tn November of the same year just as the pager was gotng to prese there was an explosion of gasotne and the huildlng partially gutted

Several monthe elapeed during whtch time the plant was put lu order and taking advantage ot the local teeting running htgh on the near approach ot a geueral etection a locat company took over the ptant and the Herald wae again started on June 15, 1906 as a morning paper

tn July 1908 the plant was agaun gutted hy fire and the paper was pubtished by the Times-Journal for many months

A new buildtng was hultt and new machtnery addsd and the paper took on a new teaee ot tife hut the smattness of the loaf to be divided again hecame apparent and the company found itself in dire fnuaeial strattsaetgning and torfetting their charter Fort Arthur capttst came to the rescue and a new charter Ths Central Canada Puhttshtng Co Ltd., ohtained the paper in the meantlme being puhttshed hy a recotver Thte arrangement continued for some months when some Fort William men thought it advisabls that the newspapers ot Fort Wttliam should be tn the hands of Fort Wttliam psopte tollowtng whtch the tnterests of the Port Arthur stockhotders were secnred Finally in order to reduce expenses and in an endeavor to keep the morntng paper allve printing arrangements were made with the Times-Journal hut soon this method was anencceesfut and after loslug a large amouut of money the paper was suspeaded

It would be a serious oversight shonid I omtt to chronicle the coming and the paesing ot the Industriat Review started in 1901 under the ehtn edttorshtp ot our good friend J R.

Lumby It was published from the Journal plant and was in book form Its chief aim was to advertise the mines of this district but unfortunately the field was too small to carry the project and in the course of a year or so it was discontinued

Speaking particularly of the Times Journal the newspaper office has been one of the storm centers in every great fight in the city The entrance of the Port Arthur Street railway the various utility and bonus bylaws the big fight for Loch Lomond pure water the purchase of our end of the street railway the telephone system fight and many others of lesser importance

While in some cases the paper may have been wrong on the whole I think its record is an enviable one as a champion of the welfare of Fort William and while it might have made more money at times by taking a different attitude it made many fast and true friends by its staunch support of what has in almost every case resulted in the betterment of the city

It is something to say that after thirty odd years of public usefulness no charge of graft has been flung at it, and every idle sneer of its enemies during the heat of some battle has been shown to be shallow and groundless resulting frequently in the vanquished becoming firm friends of the paper

D. SMITH

June 26 1914

DR. E. E. OLIVER

Department of Health

BY DR E S. OLIVER

We learned from the interesting paper read before this Society by Mr J J. Wells that the Municipality of Shuniah at which the area now known as the City of Fort William was a part was organized in June 1873

At a meeting of the Councilors of the Municipality held on the 15th day of August of that year a bylaw known as Bylaw No 9 was passed in reference to the Public Health of the District it appointed the following gentlemen to be Health Officers or a Board of Health for the district mentioned

For Prince Arthur's Landing

Messrs J A McDonald Noah K Street and Gen L Jones

For Fort William

Messrs John McIntyre Peter McKellar and Adam Oliver the latter being my father

For Silver Islet

Messrs Dr Tompkins Myrom Gilmour and W B Frue

Probably owing to the withdrawal of Silver Islet from the Municipality in 1874 it was found necessary to pass a bylaw known as Bylaw No 16 repealing Bylaw No 9 aforementioned This new bylaw appoined Messrs Noah K Street Thos Marks Peter McKellar and Dr J A. McDonald a Board of Health for the whole Municipality to have full powers according to law

It seems probable that this Board held office continuously up to the time Fort William ceased to be part of the Municipality of Shaniah

I am unable to find any written record of the transactions of this Board

The general council of the Municipality however seems to have had an eye to the safety of the public for they passed two bylaws that were in the interest of Public Health

Bylaw No 109 was passed in March 1880 and stated that 'all holes cut in ice over an area of two square feet must be enclosed by a fence four feet high said fence to be maintained while the ice lasted and be strong enough to prevent cattle getting into the opening A fine of fifty dollars might be imposed for breach of this bylaw

The other bylaw though not directly concerning Fort William is worthy of note

It defines an area in the village of Prince Arthur's Landing over which pigs might not run These limits were from the south end of Cumberland street (where the Canadian Northern Hotel now stands) to McVickers Creek on the north and between Cumberland street and the lake shore to the south

In the year 1881 Fort William ceased to be part of the Municipality of Shuniah and became part of the Municipality of Neebing I am unable to find whether or not a board of health was appointed by the new council Dr Hamilton was appointed Health Officer for the Municipality of that year at a salary of fifty dollars He held office during the time Fort William was part of the Municipality of Neebing and for some months after the time the town of Fort William was incorporated in 1892

Dr Hamilton resided in what is now called West Fort William At the time of Dr Hamilton's appointment the population in the present city bound aries was not more than 800 people it it reached that number This gradually increased till in 1889 when the Canadian Pacific Railway entered into an agreement with the McKellar Ward which was then what we might call Fort William proper as distinguished from West Fort William the population was between 1200 and 1500

In 1888 occurred what might be called the first epidemic in Fort William when there was about ninety cases of diphtheria. It was of a very mild type there being but two deaths

While Fort William was part of the

Municipoihty of Neebing Meesrs John McKettar R R Reaveley Jos Ham mond Atan McDougall R McNabb and others were members of the Board of Health The first meuttoned was chair-man for a consderahte time.

When the Canadian Northern Rail way Company had compteted their buttding two years iater the Muntetpat records showed a poputation ot 2000 However as incorporation as a towe was agitated a special census wae made which ehowed the popuietion to be 4000 This beiug a sufftetent a um ber the Towe of Fort Wiiham was duly iucorporated in the fatt ot 1801

Owtng to the records up to and to ctuding the year 1902 havtng been bured th e fire which destroyed the Towe Halt in March 1903 no accurate record is avattahte from ths year ot incorporation as a town to that ttme However t have done my hest to cot tact from every avaiahte eource ati data in regard to the Heatth Depart meut

At a meeting ot the Town Councli held in July t892 Dr T S T Smettte was appointed Medtcal Officer of Heatth Dr Smettle had been a resi-dent of this district for eome tme hav ing tocated in Prince Arthur's Land ting in 1879 Hs became a resident of Fort Wiiliam in 189t

The members ot the first board of heatth tor the town ot Fort Wttiam were Messrs R. R Reavatey R. Mc-Nabh Jos Hammond and Ries

The Board of Health and the Medicei Officer of Health had tittle epart from rootine dotes to attend to uutit an outbreak of smaltpox occurred tn 1892 Dr Smettte hae already wrttten a naper for this Society ou this outbreak so t pass tt hy with more mention

The water eunpty during this time was drawn matnty from three watts situated at the Coal Docks Contrat School and Town Hall The latter ap-peared to have been a well at each ex cellent water that tt is spoken ot with respect hy the citizens uetti this day

The first sewer was laid on Victoria Ave about the year 1890 It was not uetit about 1897 that the firet santtary sewer was laid on thte street.

The first tsotattne Hosptal was huttt in 1896 and was located on Park Lot No 8 on Empire Ave. Smotipox cases onty were accepted No regutar nurse was employed one being sent in as needed

Dr Smellie and Dr Hemilton were in turn Health Officers unttt the year 1897 when Dr W W Birdsatt was ap-pointed in August of that year

The outstanding feature in the his-tory of the Health Department in the lats ntneties was the instattation of a water supply from the Kaminitiquia river This was in the year 1899 The commission who had the matter in hand was composed of Messrs Dr W H Hamttton C W Jarvis and Jae Murphy Water from the Kam river had been drunk in increasing quanti ties during the last few years so i presume most of the citizens thought that the water was pure

At the time the decision was made to get a supply of water from the Kam the population of the town was about 3500

I am pleased to note that two of my predecessors in office Doctors W H Hamttton and W W Birdsell protest ed against the water being taken from the Kam river at the point from which it was taken They urged that the intake should be placed at least a mile further up Two sewers emptied above the intake The pipe was locat-ed at the junction of Sprague street and the river The cost of the plant was about thirty five thousand dollars

The locating of this intake pipe at the point above mentioned was prob ably one of the earliest things the citi-zens ever did It was the direct cause in 1906 of eight hundred and thirty two cases of typhoid fever with ninety-eight deaths As the population was six thousand five hundred this gives a case rate of one hundred and twenty eight per thousand and a death rate of fifteen per thousand

I do not know how many cases of typhoid fever there had been previous to the year 1905 as I have been unable to get a definite report.

The first general hospital in the city was opened in the building on Donald street until recently used by the C Y-M A. by Miss Cope in the year 1893 in 1900 the hospital was moved to the building on George street now used as a club house Miss Banks and Miss Duncan were the nurses in charge in 1902 the first unit of the McKellar Hospital was opened This was added to in 1908 and at the present time still another addition is being made which will give us one of the finest hospitals in Canada

In the year 1903 the Babcock Milk Tester that we are now using was bought There is no report that samples of milk were taken regularly in fact down to 1910 samples were as a rule sent to the Provincial Laboratory at Toronto

In this year the Smallpox Hospital was removed from Empire Avenue to the Blackwood Addition

The births for the year numbered eighty three

The expenses of the Department for the year were one hundred and fifty dollars

Mr W W O Brien was Sanitary Inspector Later he resigned and Chief of Police W J Dodds was appointed

I find as a matter of fact, that Chief Dodds was the reliable man who always filled the want of a Sanitary Inspector for in 1905 when J W Robertson resigned after serving a few months Chief Dodds again became Sanitary Inspector The salary at that time was one hundred and eighty dollars per year

In August 1905 a joint Plumbing and Sanitary Inspector was appointed in the person of Mr W T Rankin

This year marks the first suggestion for an incinerator

An Isolation Hospital was proposed to be erected at a cost of two thousand dollars

In the year 1905 occurred the epidemic of typhoid fever to which I have referred above

A vessel going down the Kam river dragged her anchor loosening the intake allowing large quantities of unusually polluted water to enter the pipe As stated eight hundred and thirty two cases of typhoid fever resulted with ninety-eight deaths The accommodation of the local hospital was taxed to the limit and emergency hospitals had to be opened The largest of these was on Marks street

Dr Douglas Medical Officer of Health of Winnipeg was called upon and he came to the city and gave valuable assistance

This epidemic seems to have thoroughly awakened the citizens to the fact that prevention is better than cure for from this day forward rapid strides were made in the Department of Health

The greatest good that came from the typhoid epidemic was an agitation for a purer water supply Loch Lomond a lake lying about seven miles southwest and being at an elevation of three hundred and twenty three feet above the level of the city was now for the first time suggested as a source of water supply

At this time too there was an agitation to drain that section of the city known as the Coal Docks This was due probably to the fact that about seventy five per cent of the typhoid cases came from that part of the town This was not due however to the sanitary conditions of that section as popular opinion suggested but as Dr Machin stated to the fact that more unboiled water was consumed there than at other points.

As a result of this epidemic, too Dr Machin who was appointed Medical Officer of Health in September 1906 strongly urged the Board to do all in their power to see that increased hospital accommodation was provided as soon as possible

The Board of Health requested the Board of Works at this time to take over the scavenging and asked them to have the two sewers above the intake pipe cut off

Later in the year Mr Rankin gave way to Mr Thos Watson who was appointed Sanitary Inspector at a salary of one thousand dollars per year

In the year 1907 the Town of Fort William became a city with a population of 12 500 Dr R J Manion who had been appointed in 1906 was the first Medical Officer of Health The salary was three hundred dollars per year This included care of the sick indigents

Apparently Dr Manion recognized at once the need for some Isolation Hospital accommodation for I find that the minutes of the proceedings of the Board of Health for 1907 are replete with recommendations in regard to this It will be remembered that the Isolation Hospital that then existed really handled only smallpox cases

The year 1908 marks what I might term the commencement of the recognition of the importance of the Department of Health From now on progress was more rapid The city continued to increase in population

Good progress was being made with the Loch Lomond water works scheme In the meantime good water was being peddled in wagons

Typhuld fever was gelling tess there having been bnt sevecty-seven casas la 1907 and elxty-eight cases in 1908

Mrs Flanagan was acountated per manenl ourse al the leniation Hospltal at a salary nt $45 00 per mnnth

The Board nt Heatth nvesligaled the melhnd nt garbage enllection with a view to having a uuiform syslem

The Provincial Goverument were asked to estahlleh a branch laboratory in thts city

The totat expease tnr the year was thren thousand tour hundred and forty dullars.

tn 1909 the salary nt the Medical Officer nt Health wae increased to one thnusand duttars per year This was an tncrease from five hnndred dutlars tn 1908 and ehnws that the etty enuu cil appreciated the vatue nt the work belng dnne and recngnizad that it was warthy of a proper remuneretinn

t have meulinned before that the nbtaleting ot a watar supply from Loch Lnnnud wae the dtrect oulcome nf the 1905-t906 typhuld epidemte

The project was enmmenced in 1906 and carried on steadlly nutti it wae completed in 1909 The total cost ot the work wae tnur hundred and fifty thousand eight hundred and twelve dullars In the cnurse of constructinn a tuunet was driven through entid rock for nver a mtle

Perhaps the chtef event of interest le the year t909 wae the lurning into the matns for the first llme the watar from Loch Lomond Tha exact date wae June 23rd and Jamee Cnmmee M P nffetated

tn March t909 the Board nt Heatth appnnachad the Fort Arthur Board in regard tn the erectnu nt a jnlul isolation Hospital The talter board after lonking into the matter rejected the pnposal in September nt the same year

The expenses of lhe Department for the year were three thousand etght hundred dullars

Dr Mantnn resigned to take effect January 1st, 1905 One of hle tast acts was to again urge the erection nf a euttahta tsolatinu Hnspltal

The year 1910 opened with Dr R E Wodehouee as Medical Officer of Heatth Messrs G W Browu R. S Piper G Matlhews R. Hymers G Hartley and F W Youug formed the Board of Health

In February Dr Wndehonse and the chalrmae nt the board Mr G W Brnwn were appolnled a enmmlttee re huttdleg of the tsolatton Hnsptlal.

tn Aprtt nf thle year Mr Thns Watson resigned as Sanltary tnspectnr Mr S Macnamara whn the year before had beeu appnlnted aselstant to Mr Watson now aesumed all the dnles nt a Ptumbing tespector

The posillnu nt Medtcat Officer ot Heatth and Sanitary inepector were combined and Dr R. E Wndehnuse wae appnlnled lheretn at a salary nt one hundred and fifty dullars per mneth This was increaeed tn two thnusand fnnr hundred dullars per year in t911 Later in that year tha posi tinns were again separated and Mr W E Stanley wan appointed Santtary in spector

The commtttee lo whtch had been given the task nt gettlug the tentallon Hnsplta bu'lt worked aseiduousty sn thal early lu 1910 the cnutract was let

At firet an eedeavor wae made to incate the buildtug nn the same lole as the McKellar Hospttat But eventually the present lncatne at the cnrnar ot N Vickers Streel and Northern Avenne was chnsen The totat cost nf the buildtng cnmptetely furntshed in cluding the tand wae ahnut twenty thnusand dotlare

This was nne of the best investmanls the citizens ever made We have nnw a first clnee tnstitntinn in every respect

The hulldlng was ready for occupancy in May t911 Miss M E Duncan whn is eltl with us was the first and nnty Superintendent.

t wtlt sol detatt the constructinn of the hnsptlal It wtll accommndate lwenty cases nf singte infectinn Cases nt Smallpnx Meaeles Dtph theria and Scarlet Fever bave all heen cared for al nne time withnut lncon venience

Apparently after having gntten the tsolatinn Hospltal question settled the Board agatn tooked tnto the qnesllon nt the necesetty for an tncinerator Thle as you wtll remember had hees recnmmended by the Board away back tn 1905

The nuieance ground bnught in t904 was totaity inadequale tnr the purpose inteuded and wae becnming a nulsance indeed

The lucinerator was completed last year (1913) and has this summer been constantly in use and is giving excel lent eattsfaction

During the summer ot t910 Dr R E Wodehouse inangurated e campaign against Intant Mortaltty A visiting l ealth nurse was added to the Depart ment Sha acted as second nurse at the Isolation Hospital and visited new born babes between times

A Board ot Health Laboratory was establlished at this time The pruci- pal work was examluation of sputum and swabs

tn the tall ot t911 e branch of the Anti-Tuberculosis Soelety was formed m our elty Mr J H Perry was eleeted president and t was eleetad honorary secretary

Dr Wodehouse resigned iu July 1912 to accept the newly ereated posi tion of Provincial Medleat Officer ot Heatth l was appointed his sneces- sor aud assumed offles August 1st t9t2

Up to this time the Department had no quarters of its own But the Pollee Departmeut having moved trom the city hall to the new court house we were given their tormer quarters This enabled us to eoncentrate our efforts The Laboratory that Dr Wodehouse had estahllshed part m his cellar aud part lu hls private office was transferred to the city halt The stenographer who had been appointed the year before who had been lu the etty elerk's office was located in the new offices The cost ot the Depart- meat tor the year was about seven thousand dollars

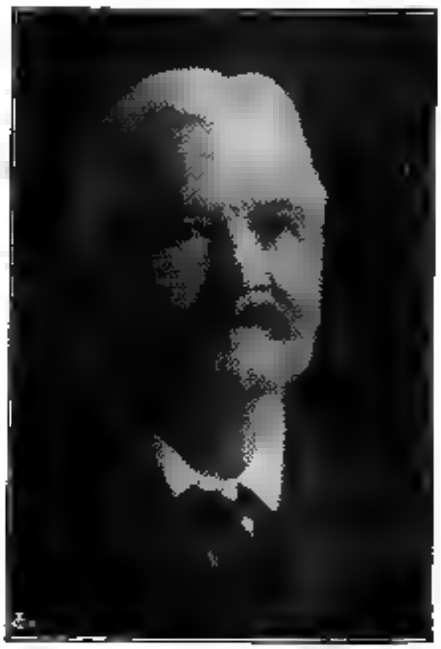
During the year 1913 the staff was increased by a vetermary food and dairy tnspector and un assistant for eign speaking sanitary Inspector These two appointees served during the summer months

Another nurse was engaged as as- sistant at the tsolation Hospital and the work of visiting health nursa was combined with that ot school nurse Miss tda M Hobbs was the first nurse to fill the posttion She was forced to retire on aecount of ttiness and was sueeeeded tater by Miss K Spearing who now is devoting her whole time to the school work

This brings us to the present year tu April t was eppointed whole-tima Medical Officer ot Health—the first the city bas had At this time too Mr Digby the present capable assist ant to the Sanitary Inspector was ap- pointed as e permanent man on the staff Mr Stantey while retaining title of Sanitary Inspector gives his whole time to food and dairy work

This year will be noteworthy on account ot two things One is the ob taining of an up-to-date milk bylaw duly approved by the Minister ot Ag riculture under which we are able to ensure to the citizens ot our city as good and pure a quality of row milk as can be gotten anywhere The other is the installation by detsnit ot over one hundred sanitary plumbing instat lations

The Board ot Health year ends Oetober 31st tomorrow night Whtle I have not commenced work on my annual report, t teel that I can say that this year will show two things in whteh the citizens can take pride viz the lowest case rate ot typhoid fever in twenty years and the lowest rate of infant mortality since statis tics have been kept And the cost will probably be less than thirty five cents per capita.



W C DORIE Esq.

Sailing Across the Atlantic Sixty Years Ago

Address by Mr W C Dobie, before the Art and Literary Club, Port Arthur Tuesday November 27th, 1914

t have made no notes on this subject t merely trust myself to a good memory A good memory is a very good thing to have

As a matter of fact, it is 65 years since I crossed the ocean Sixty five years ago in August my father, Uncle William and Aunt Betty, my mother and my sailor uncle Captain Dobie made up their minds they would come to America

It is a revelation to many to know that in spite of the great strides made of late years in steam vessels there are still today 55 000 sailing vessels as against 47 000 steam vessels

If you were living in the old country today and wanted to come to Canada, you would have nothing to do but go to the ships office and ask when the next ship would sail You would be given your ticket told to go down to such-and such a dock at such and such a time on such and-such a date and you would find your stateroom ready for you replete with every modern convenience You would have nothing to do but get your baggage aboard go to the stateroom and sail away with meals served four and sometimes five times a day Amusements and all kinds of games would be provided The palatial steamship would be equipped with saloons gymnasium reading room and even roof gardens which were not even thought of in the days I am going to speak of We did not have any such things and even steamers were few and far between for the first steamer carrying passengers on the Atlantic was Cunard steamer from Boston in 1844 and I am going to talk about what occurred only five years later—in 1849

As a matter of fact, at that time there were just two passenger lines crossing the ocean and they were paddle-wheelers We can cross the ocean now in from five to eight days. Those boats used to cross in 18 20 or 25 days and such slow time was a good passage in those days

My people made up their minds to go to America and the first thing to be done was to find a vessel The vessel lay in Liverpool docks and we lived in Birkenhead opposite Liverpool across the river Anyone in Birkenhead in those days (there was only one dock there then—the Morpeth dock) could see ships lying there and in the rigging or the shrouds would be a board stating that the ship was preparing to make a trip to carry so many passengers from such-and such a port, and would sail on such and such a date and that by applying at such-and such a ticket office the fare would be accepted for coming across the ocean At that time the fare was £3 for an adult and for children 12 years of age ½ price—$7 50 That is what it cost to take me across the ocean as I was only a boy of ten years and though I am not supposed to remember very much at that young age still I may tell you that my memory is quite clear on the events of that ocean voyage When I begin to talk to you about things that I can remember 65 years ago people think I am drawing on my imagination

Our party consisted of 15 my father and mother five of us Uncle William Aunt Betty and five children and my sailor uncle who was a bachelor He used to be in the India trade which ran passenger ships The next thing after booking our passage was to get supplies for the passengers who were going aboard You may think £3 was very cheap fare but they only provided us with water fire and a bunk Then there was nothing left for a single man to do but go up town and buy a chunk of hard tack and if married with a family to provide for he would get several bags of this hard tack The longer these hardtack biscuits were kept the better they used to be—for in order to make them palatable we used to soak them during the night in fresh water.

and then we would split them and fry them in pork gravy when they were very palatable All the cooking utensils which outfit had to be bought, were made of tin and sheet iron because crockery would not last long on a ship which might roll from side to side therefore everything had to be of iron and sheet tin so that it would fall about in a storm and not break People had bedticks and they would buy a bundle of hay and also pillows placing the hay in the ticks for bedding We had butter and a few potatoes remember that it was August, and we had some cheese which did not keep very well The reason why so many of the sailing ships carried passengers was that emigration was very large In the year I speak of there were 53,000 left the port of Liverpool mainly for the U S The reason for that excessive emigration was the Irish famine In other words the potato crop in Ireland failed upon which the peasantry depended for a livelihood and fewer followed and none of them had anything left on which to support himself

A ship would come in to Liverpool from a foreign port, discharge cargo at one of the docks and then prepare for passenger service Two tiers of bunks were put up If any of you have ever been out in a lumber camp in the woods you will know what these wooden bunks are like Just a bare board and nothing more with a partition down each line of bunks marking them off and marking each bunk off from the next

Well the $15 a head was paid and we all went on board We went to our palatial staterooms and found the bunks allotted out to the passengers A partition was put up as I have said before and we could only go to the middle of the deck There were 247 passengers aboard that ship and it would probably be as big as the America which runs from here to Duluth the boat would not be any longer and not as wide The captain's cabin was at the stern the next part was called the second cabin and the next part was the steerage which the passengers occupied who were carried across the ocean at a cheaper rate than the second cabin passengers Forward of that was the forecastle where the sailors slept in their hammocks There were 30 sailors before the mast The boat was a good ship and passenger ships had to carry double crews

The ship provided nothing but fresh water fire and a bunk An emergency store of provisions was kept in what was called the lazarette This store was put there in charge of the bosun and nothing was to be given out from that store except by order of the captain In case of disablement of the ship shipwreck baffling winds etc.

On the date of sailing we crossed from Birkenhead on a ferry boat. We got aboard our ship lying at the Princess dock and we had a glorious time It was a novelty I well remember the bags of hard tack I took one hard tack biscuit and ate one and put two more under my pillow so that if I awakened in the night hungry I would have something to eat

Well we hailed out of the dock in good time weighed anchor in the middle of the river waiting for the tide to cross the bar for vessels drawing 25 feet of water had to wait in those days for the tide Things are different now it is dredged out The neap tide in Liverpool is 13 feet the spring tides are from 25 to 26 feet. The mooring of our sailing the anchor was taken up Thirty men did the work all by hand no steam winches or windlasses then and they worked to the tune of an old chanty raising the anchor by main strength not by machinery One fellow picked out by the rest as a singer would stand up and would sing to the men who were doing the work They would walk around singing in unison and then the leader would improvise on the song One of the songs was Heave away boys we are bound for the Rio Grande

Then after a while away we went for the mouth of the river into the Irish Sea When we got near to the mouth of the river sails were hoisted under the direction of the mate The captain did not say a word to the sailors he spoke to the mate and the mate gave the orders to the sailors We came round the south of Ireland with a splendid wind we were running on the port tack along the coast I was on the quarter deck I don't know how I got there Mr Collins the first mate

cald "Say boy aren't yun getting stck? t did nut know t was stck untit thes t said, "Yes sir He said "Yuu had better get down belnw So duwn I went and went to bed t fell asleep and probably would have been all right but my twn brothers came rushing duwu and said tu me "Cume up sud see Huly head They hauled me up on deck aud up the stairs we went, and then watt t glanced over the hulwarks t then gut duwestairs and crawled into a lower bunk and did not go on deck agaiu for ten days Part ut that time is a blank to me

On hoard there were as t have said 247 passengere 30 men beiure the mast, the cook and his assistant the cabin boy three mates and the bosun The names of the chief officers were Captain Barril, First Mate Collins Second Mate Woodside Third Mate Griffiths Bosue Barnes

All the way across we had lovely weather We never reefed a top sail from the time we reached the Irish Sea until we anchored in New York harbor One ot our amusements was rolling from side tu side dowu to the hulwarks on one side and duwn tu the hulwarks on the uther side with the roll ut the ship and anuther amusement we had was climbing the shrouds At the time we were getting near the Gulf Stream a flying fish came aboard tt was about 10 in the morning and after the first gasps of astonishment there was a rush for that fish and t remember an old gentleman who had a son whose name was Jonathan, captured tt. From flying fish it soon became 'frying fish We were on the look out for whales but we did not see any extraordinary fish except this flying fish t have mentioned and schools ut porpoises We had read at school about whales walruses dolphins and seals All we saw though was schools ot porpoises or sea bugs and ut course gulls and Mother Carey's chickens

The fresh water was in casks down in the lower hold Water was served out once a day and the cask was brought up out of the hold aud water served out en much to one person tur whatever purposes he wanted tt After we were about 10 days out at sea the water became putrid Then the order from the cask if the wind happened to be blowing across was awful Then the water became good again. After a little while it gets over that putrid taste and smell and becomes perfectly sweet Then if it is kept longer it putrifies again and again gets better and then you can take the cask of water round the world tur years and it stays sweet We had no condensing machines on board that ship

We had three deaths on board the ship—a man a young unmarried woman and a child Most of you have read accounts of a burial at sea The person dies the officer entitles the bosun and the body of the deceased is measured it is sewn up in a canvas with a weight at the feet When the time comes for the funeral to be held the captain makes his appearance with the Prayer-Book in his hand. A plank is set with the inng end reaching over the side of the ship and the body is laid upon it. The ship is stopped and at the words We therefore commit his body to the deep the body slides down into the ocean There was no doctor on the ship nor a surgeon though there was a medicine chest aboard in care ut the captain in case of necessity

The most we ever made was ten miles an hour with a very fair wind and a fresh breeze I remember looking over the hulwarks at the phosphoreseence ut the water Phosphureseence is caused by millions ut small fish which are phosphurescent and something like fireflies that we have here at night. The white thing seems to be a mass ut glittering fire The ocean is never at rest There is always what we call the ocean roll however calm it may be

We got near the banks ut Newfoundland and there we were becalmed two days There is nothing more exasperating to a sailor than this He hates a dead calm worse than a bad storm We were coming along and one morning we got up and the look out man gave the alarm, Sail ho! dead ahead It was about six in the morning We could just see the topsails of that vessel over the horizon Then a buzz began and questions began to be asked Is it a ship? Is she coming in our direction? "Shall we go near enough to speak her? It was four o'clock in the afternoon before we passed her The usual form ot salutation is as follows "Ship

alnny ? Whal shlp are you ? Where are you frnm ? Where are you bnand for ? How many days are you oul ? Whal is your latitude and lnngitude ? One reasnn fnr lhe last questinn is so thal in that way they could check each other's reckninng and see li either was wrong in his figures

We saw only three vessels nn nur trip across the ocean no steamers One morning I was up and saw a little boal near nur ship It was a little schooner I asked one of the sallors whal it was and he said it was the pilnt boat. We were lhen about 150 miles from New York. As soon as the pilot came aboard he took charge Whenever the pilot comes nboard a ship he is lhe master nl the ship until lhe vessel gets into port He is supposed to know where the shnals and reefs are and lhe cur rents. At last word came from the pilnt 'We will be in New Yurk tonight The people went down into the hold there was great excitement like the children of israel getting out of Egypt people came up with their ticks and their tin dishes and threw them into the sea. For a mile at the stern in the wake nl the ship there was nothing but a streak of strew and tin dishes The whnle nl lhe ship was buzzing that night. We were awakened next morning by the rattle nl the chain cables and we cast anchnr off Staten Island where the quarantine stntinn was Word was passed round lhat lhe doctor and his assistant would he on board at 9 a m We had to wash our hands and faces and look pretty One man nn board named Mr Johnsnn was very anxious as he had had illness on lhe way out. The doctor came along in due time, and we stuck nur tongues out nnt in an imperlinent way but because he asked us to We lhen were at liberty to gn lnrward and saw a tug coming down to anchor She lastened on to us and towed us in the landing stage We saw a sinnp nf war lhat had just come in from Californin and we were at rest 30 days after leaving Liverpool. Mr Neil MacLean of Port Arthur known to most nl you came across the same year I did and he was 13 weeks on the trip It was an exceptionally fine and fortunate voyage for us.

I saw and tasted water-melnns for the first time in New York My father and uncle went up lown in New Yurk and carried back a big water-melon I ate a little too near the rind and was not very well after it In lhe evening we went aboard a little vessel, then we went up the Hudsnn and up to Albany I remember seeing the Palisades there quite well I saw my first mosquito there that night on lhe boat While lhe navigation nn the Albany river was very smooth I got sick The water-melnn referred to was the cause. I could nnt lnnk snnther water-melnn in the face for many years Railways were not exceedingly plentiful in lhose days they were like steamers A great deal nl travelling was dnne then up the Erie canal by canal boat. On lhe canal boat by which we traveled there were 70 passengers The vessel was nnt very large and lhe accommodation was not very good It took us eight days frnm Albany to Buffalo by mule power Three people had to be taken off the canal boat at Rochester with cholera

We got a small steamer at Buffalo for Port Stanley nn lhe other side of Lake Erie We were in Canada—the land nl promise The question was whn would go down and tell nur friends nf the steamer's arrival ? My uncle went and lhe second day after he left he returned with a party nl nur friends and relatives and on the 43rd day after we left Liverpool we were with nur relations and friends in Canada

P S —With his family Mr W C Doble settled later on at Sullivan, Ontario

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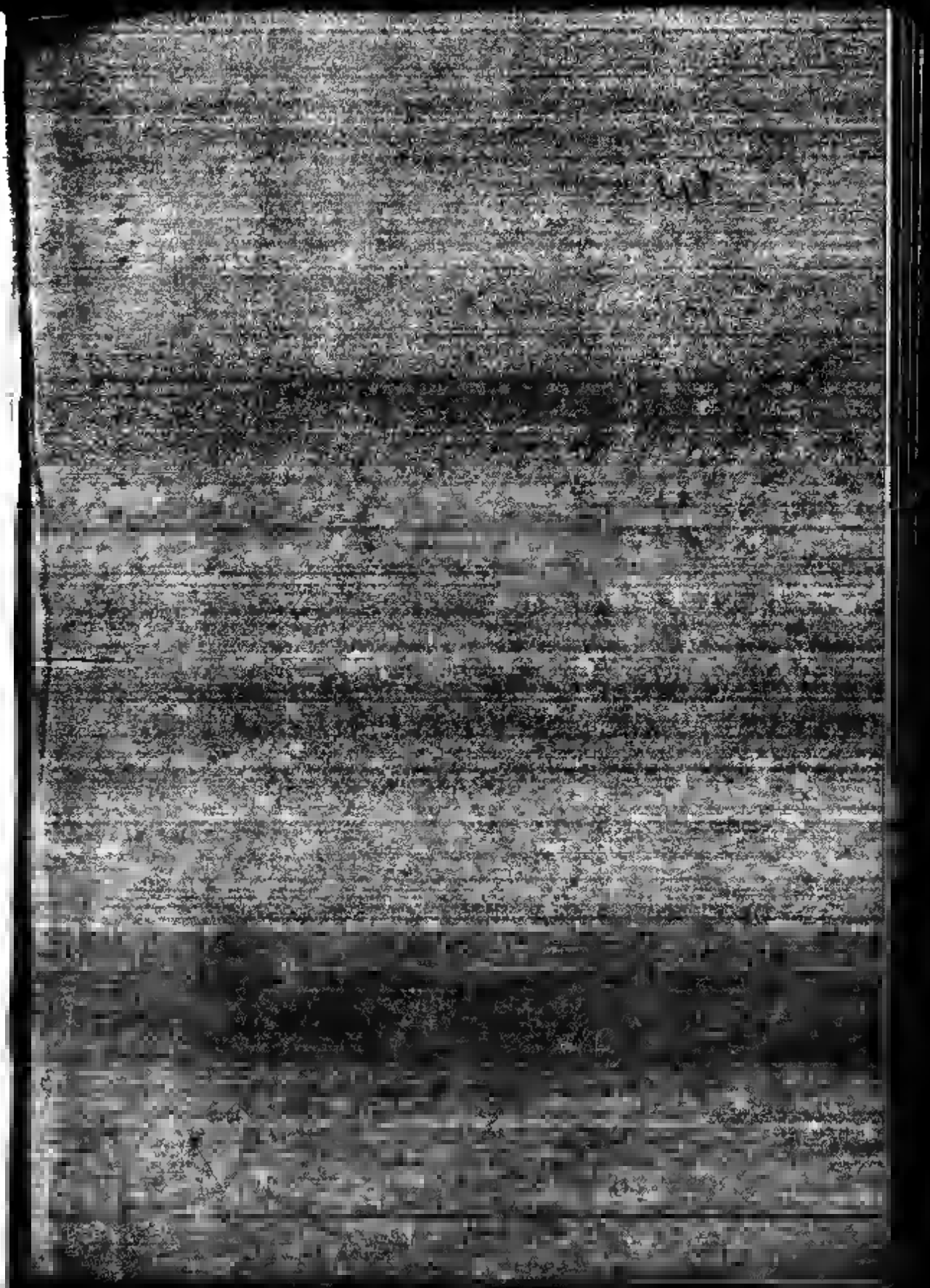
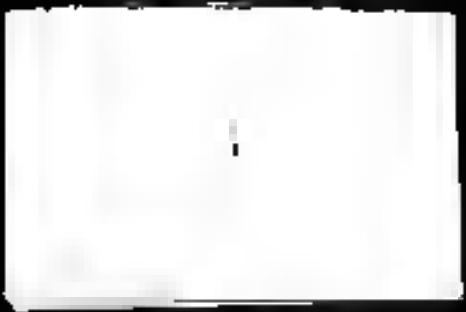
Mr W C Doble came to Canada September 1849 moved to Owen Sound in October, 1854 and to Bruce Mines in September 1860 He came to Port Arthur in June, 1872 and was appointed Police Magistrate on October 1st, 1890 a position he still occupies He has been a resident nf Thunder Bay for over 42 years





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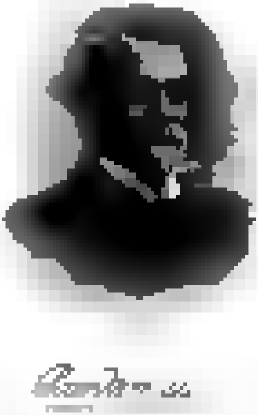

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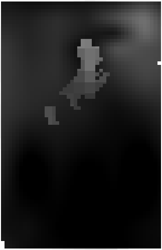

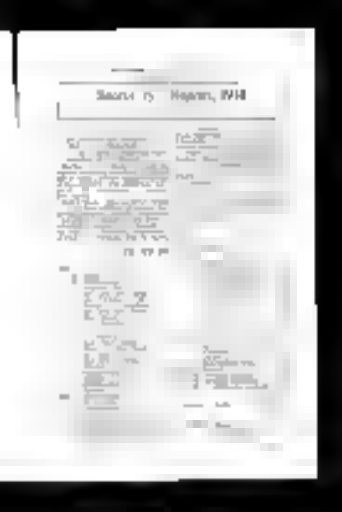

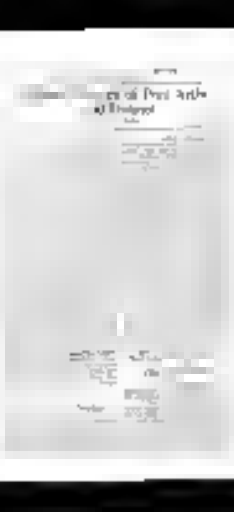

Mrs. Harold McKenna

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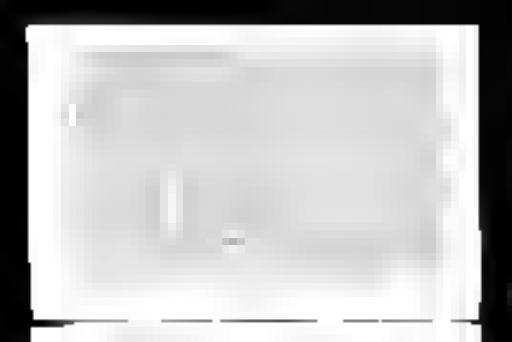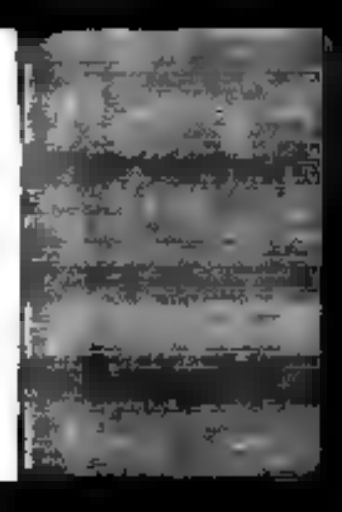
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